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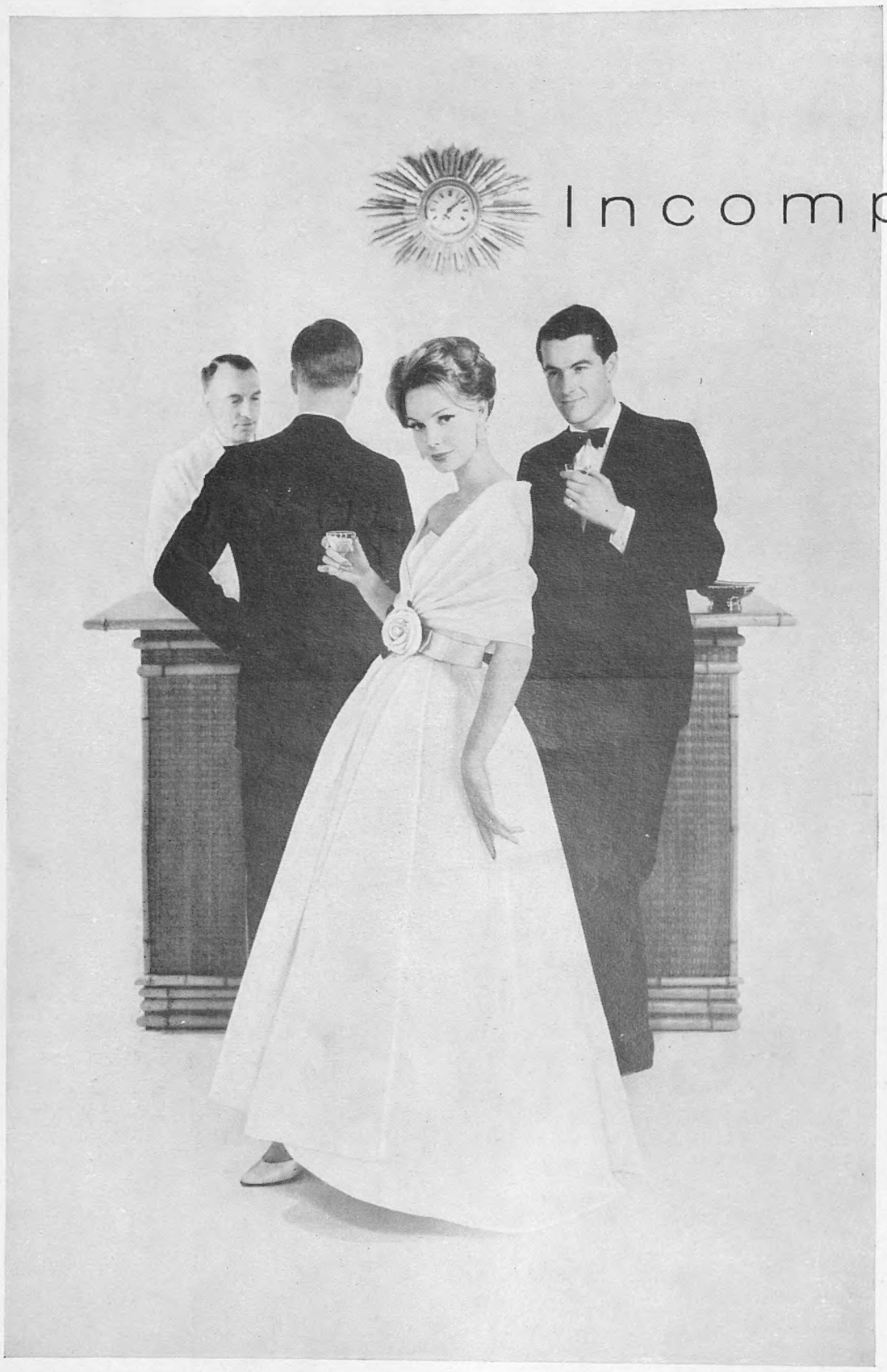

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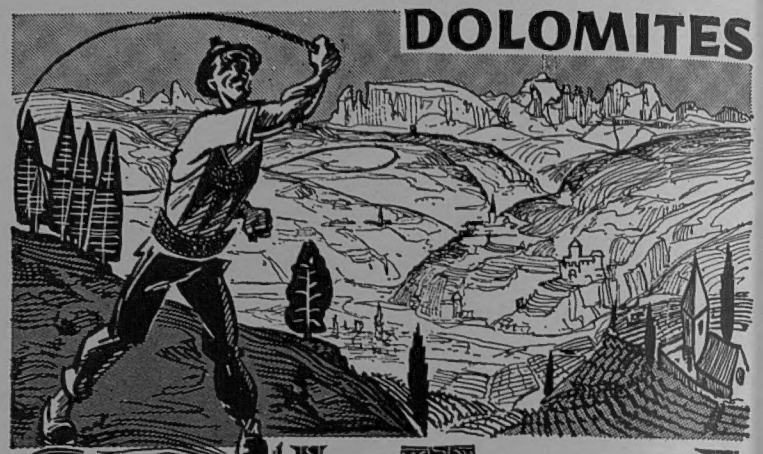

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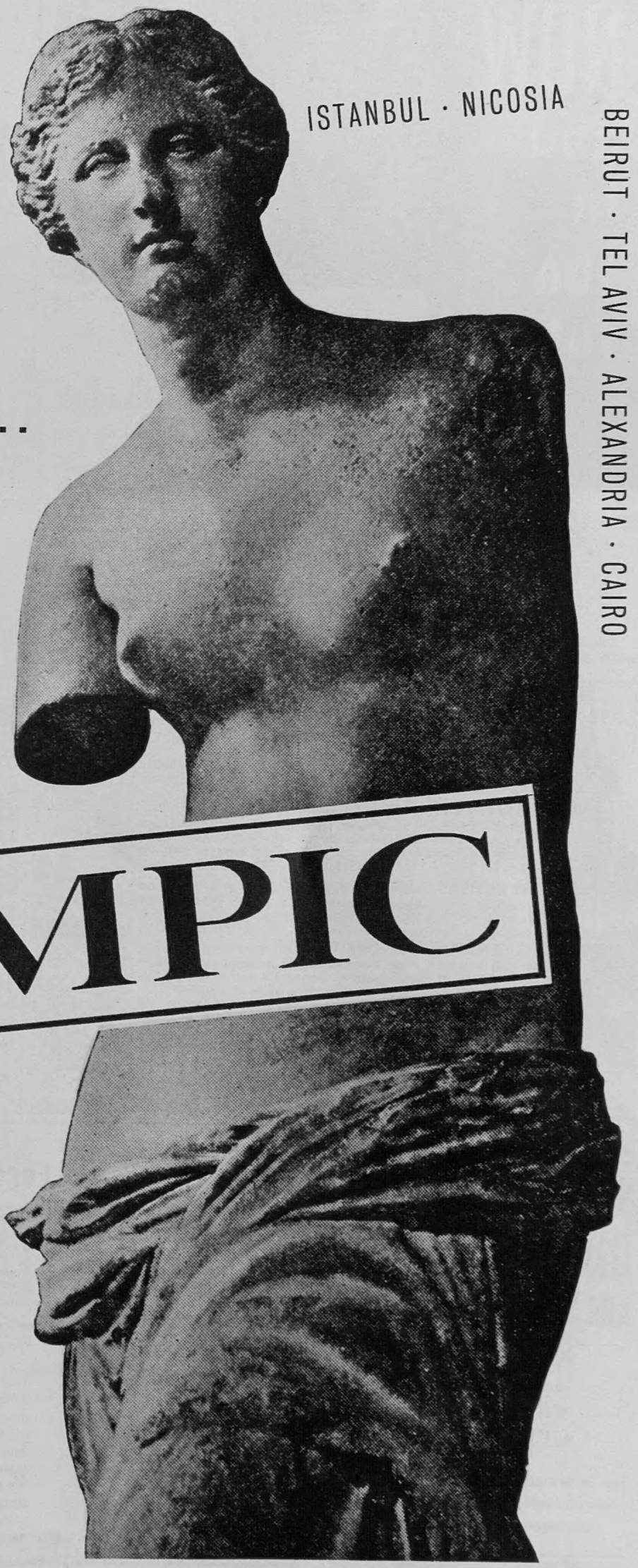

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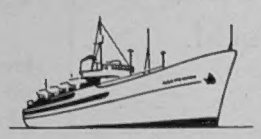

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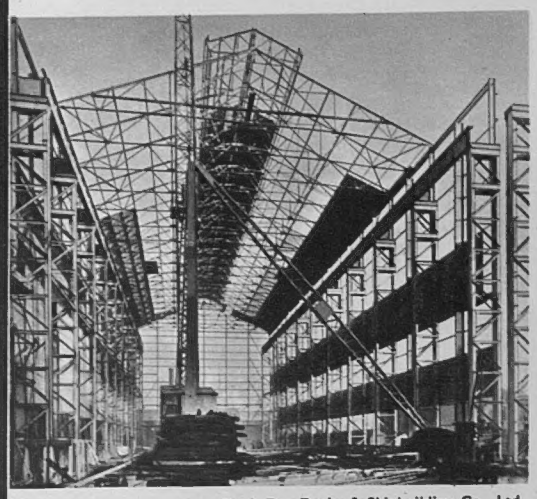

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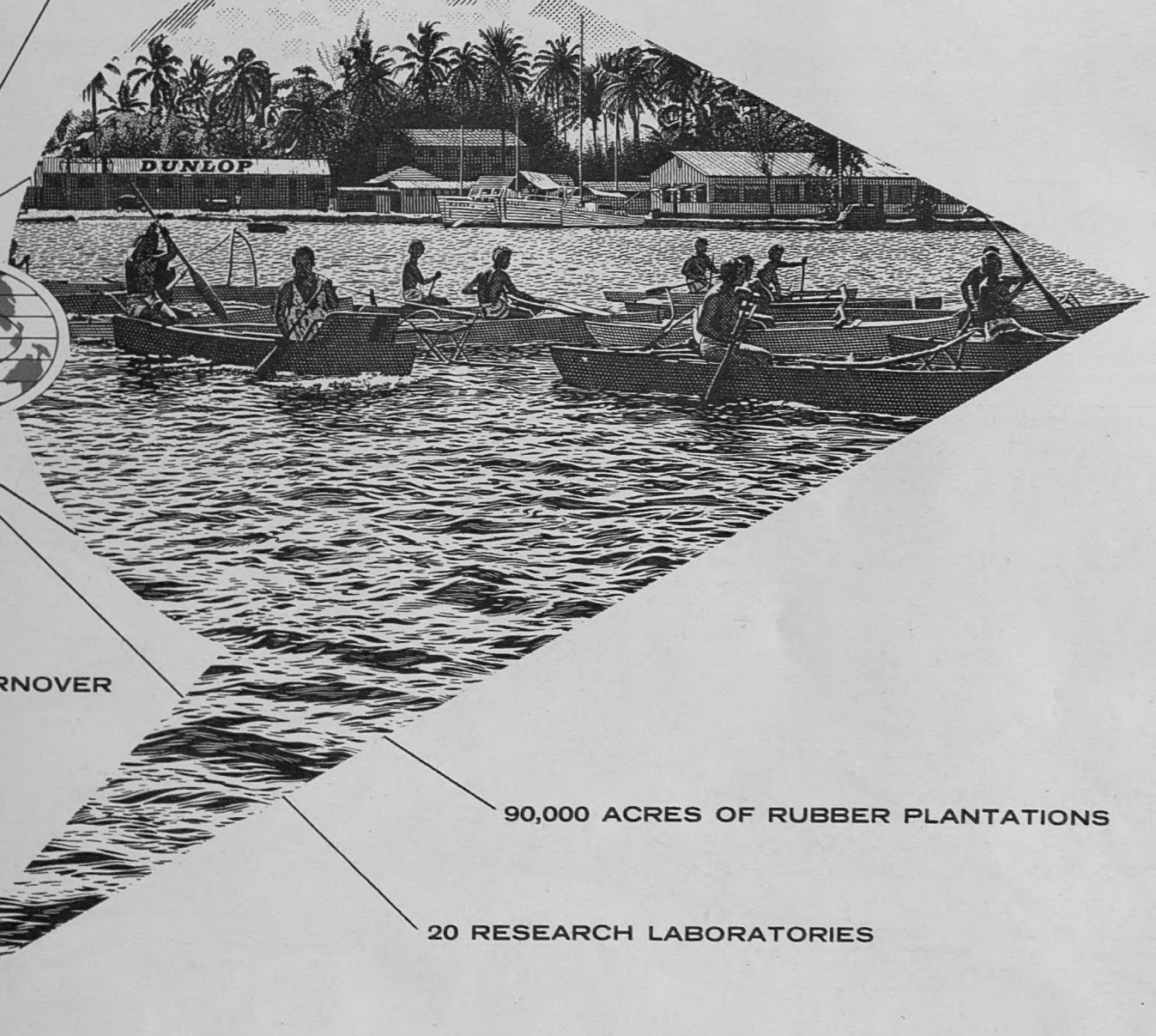

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Volume CCXLIV No. 3172

THE SPHERE

LONDON, March 18, 1961

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With which are incorporated *The Graphic* and *Black & White*

CENTRE OF COMMONWEALTH

The Queen, accompanied by the Lord Mayor of London, enters Guildhall for the luncheon given by the City Corporation to welcome her home after the Royal tour of India and Pakistan. Behind them are the Duke of Edinburgh and the Lady Mayoress; the Archbishop of Canterbury and Mrs. Fisher; Mr. Macmillan; Mr. Menzies and Dame Pattie Menzies; President Nkrumah; Mr. and Mrs. Diefenbaker; Dr. and Mrs. Verwoerd; Mr. Holyoake and Mrs. Bandaranaike. The occasion was especially fitting because of the presence in London of the Commonwealth Prime Ministers for their Conference. Speaking at the luncheon, the Lord Mayor referred to the "great and triumphant" Royal tour. In her reply the Queen said she and her husband had covered 21,000 miles in six weeks, during which "there was never a dull moment." This issue of *The Sphere* is a specially enlarged number to record the Royal tour. The colour photograph on the front cover was taken by Anthony Buckley in the Green Drawing-Room of Buckingham Palace to mark the tour. Her Majesty is wearing the Russian Fringe Tiara and the Sash and Star of the Garter. Also on the cover is a reproduction of the personal flag designed for the use of the Queen in India and Pakistan. Following the Royal tour section, regular features of *The Sphere* are on pages 431 to 445

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In Delhi, the Queen shakes hands with Dr. S. Radhakrishnan, the Vice-President; President Prasad welcomes the Duke

Queen Elizabeth attends a display by Del

DIARY IN INDIA

When the Queen arrived with the Duke of Edinburgh in Delhi on January 21, she said that she hoped their visit would "demonstrate to the world the respect and friendship which exists between Britain and India." Her hopes were fulfilled a hundredfold. Everywhere they were received with a most tumultuous welcome. Although there was much of the pomp and pageantry in which India excels, there was also often an atmosphere of informality about the Royal progress, the Queen and the Duke mixing with, and meeting, people of all kinds.

After the State drive into Delhi, during which they passed camels with Union Jacks tucked under their chins, the Royal visitors' first official engagement was to lay a wreath on the shrine of Mahatma Gandhi, the creator of independent India. The next day they flew to Jaipur. At the community development project at Bhankrota the Queen was greeted with a song specially written in her honour and by nine young women bearing the traditional jars of welcome on their heads. The entry into the Maharaja's palace in Jaipur displayed the East at its most gorgeous. Inside the portals the Royal guests mounted elephants and rode through the courtyard to a Durbar.

January 23 and 24 were largely devoted to tiger shooting. Towards the end the Queen saw the Duke make a kill. (At various times in the tour protests in certain sections of the British Press caused considerable irritation among Indians.) Delhi claimed the visitors from January 25 to 28. The Queen became the first Head of State to drive with the President in a Republic Day procession, a gesture which was widely appreciated throughout

(Continued on page 402)

Mounted Presidential Guards prepare to escort the car carrying the President and the Queen through Delhi

ides, one of her engagements during her stay in the Indian capital

The Queen stands to make her speech at the glittering State banquet given by the President

The Queen and the Duke change into sandals before laying their wreath

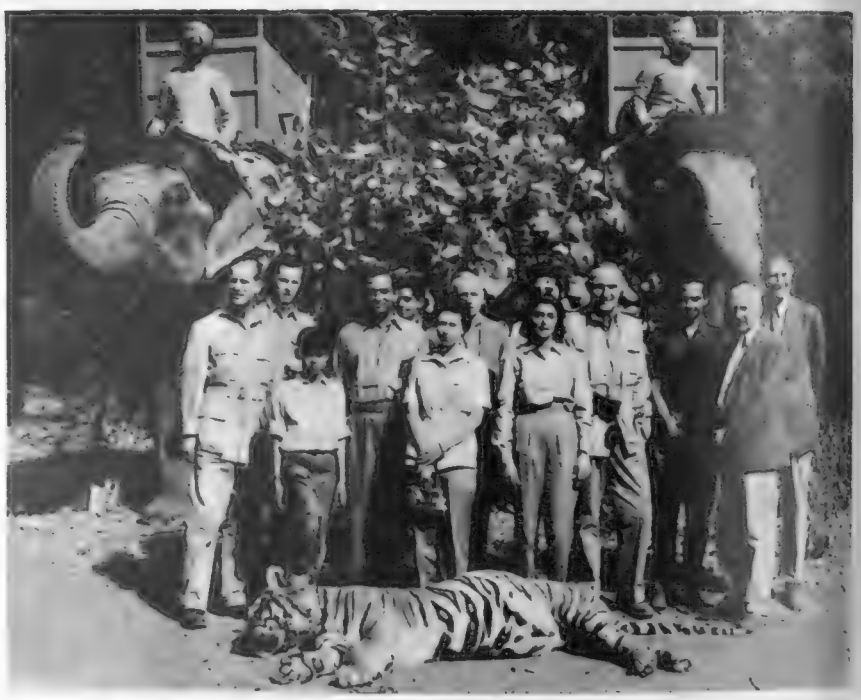
below: on Gandhi's shrine at Rajghat, outside Delhi. At the shrine, Mr. Nehru presented the Queen with a book on the life of Gandhi

A point of interest is indicated during the Royal visit to the Delhi Scout and Guide display

In Jaipur, the Queen drives with the Governor, Gurmukh Nihal Singh, in a vintage Rolls-Royce

A traditional mark of welcome for the Duke in Jaipur

Indian women in traditional costume await the Royal visitors



Driving with President Prasad to a Delhi polo ground. **Right:** After the tiger hunt at Sawai Madhopur, the Queen and the Duke are with the Maharaja and Maharanee of Jaipur

DIARY IN INDIA

(*Continued from page 400*)

the land which had been an Imperial possession of her father. In the capital the Queen and the Duke had their first meal of purely Indian food, as the guests of Mr. Nehru. At the Institute of Medical Sciences, opened by Her Majesty, they had their first experience of being garlanded in the traditional manner. They left Delhi for Agra with the wishes of the mayor still ringing in their ears: " May you live a thousand years and may each year consist of 50,000 days."

Two visits were made to the Taj Mahal, in Agra, the second at night. On the latter occasion the moon shone fitfully and the Queen was reported as saying that it was so beautiful it would be worth another trip to India to see the Taj Mahal when the moon was really bright. Udaipur was the next stop. The Queen was daubed on the forehead with " Tilak," the vermilion spot of welcome, as she entered the Maharanee's Palace. At the reception a British missionary, who has spent most of his life among the nearby Bhil tribe, presented a bow and arrows for Prince Charles. The first part of the tour ended in Ahmedabad, the textile city known as the " Manchester of India." Millworkers and peasants clapped and cheered and shouted " Hullo," " Goodbye," " Welcome," " Happiness " and any other English words they happened to know.

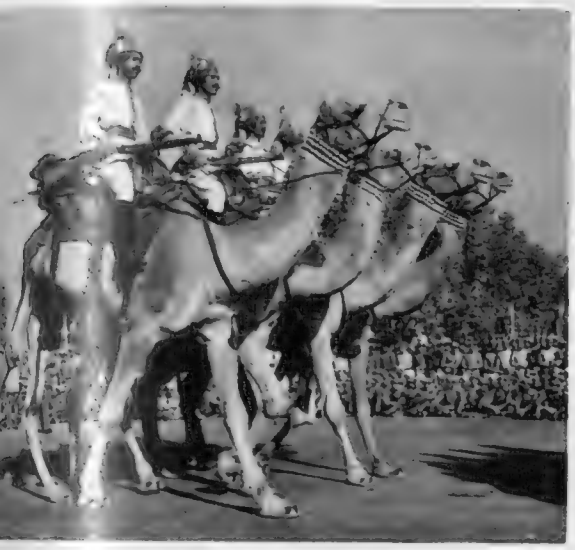
The second stage of the visit to India began on February 16 when the Queen flew from Pakistan to the city of Durgapur, the great steel mills of which have been described by Mr. Nehru as " a modern centre of pilgrimage." The Duke of Edinburgh, having inspected Durgapur two years ago, was not with the Queen but went instead to Jorhat, centre of the British tea industry in India. He rejoined the main Royal party for the journey on February 17 from Durgapur to Calcutta.

Their welcome was described in Press reports as " most fantastic " and " most touchingly overwhelming." At least 2,000,000 people lined the twelve-mile route from Dum Dum airport. Thousands of them stood on rooftops, hung from balconies or squatted on the tops of double-decker buses. The main engagement on February 18 was at the racecourse to see the greatest Indian classic, the Queen Elizabeth Cup. The only aspect which marred the visit to Calcutta in the eyes of its inhabitants was the shortness of its duration.

Southwards to Madras, where India's oldest and largest university was one of the chief points of interest. Caskets were presented to both the Royal visitors. In Bangalore (February 21) the Queen and the Duke visited the Botanical Gardens and the Indian Institute of Science (a degree-conferring university).

After a day of rest at Nandi, the Queen

The Gurkha Boys' Company march on Republic Day



Four members of the Camel Corps

Young girls dance to their own music

and the Duke flew to Bombay and another multitudinous welcome. They drove out to see the modern milk farm colony (built with substantial help from New Zealand under the Colombo Plan). In the farmhouse the Queen relaxed over tea, kicking off her shoes and sampling the farm's cakes and cheese. Finally in Benares the Queen rode through the Holy City in a silver howdah on the back of an elephant and sailed in a flower-painted barge on the sacred Ganges. Her grandfather had sailed on the river in the same barge in 1911.

The tour was over, except for the brief return to Delhi on March 1 and 2, on the way from Nepal to Persia. In a farewell broadcast from the Indian capital, the Queen summed up her conclusion from the tour. She said that it had shown that the new Commonwealth which came into being in 1947 was "firmly based in the hearts and minds of the people as a means of co-operation for the peace and progress of mankind."

The 61 Cavalry, with their lances tipped with red and white pennants, ride through Delhi on Republic Day.

Below: At a Commonwealth reception Queen Elizabeth stops to talk with a group of Indian women

At the newly-opened buildings of the Institute of Medical Sciences in New Delhi, the Queen distributes sweets to children of building workers

The Queen, the Duke and Mr. Nehru share a joke at a National Cadet Corps rally. **Below:** More smiles at the ceremony of Beating the Retreat

Riding in a golden how

A word of explanation f

Watching hand-spinning

the Maharaja of Jaipur

hru at Vijay Chowk

Cottage Industries Emporium

The elephant, carrying the Queen and the Maharaja, leads a procession into the heart of the City Palace in Jaipur

The daytime visit to the Taj Mahal at Agra; another visit, lasting nearly an hour, was made during darkness

The Queen speaks to a crowd of at least 500,000 people at the civic reception in the Ramlila Ground in Delhi. She concluded her address with a few words in Hindi

Members of the nobility are introduced to the Queen in the Royal Palace in Udaipur during the first stage of the Royal journey through India

The Duke of Edinburgh offers his hand to an opponent after a polo match in Jaipur

At Lady Irwin College for Women, in the Indian capital, a "guard of honour" of students greets the Queen. At the back of the Royal party is Mrs. Pandit, sister of Mr. Nehru and Indian High Commissioner in London, who originated the idea of the Royal tour

The last stop on the first stage of the tour of India. The Queen and the Duke are welcomed to Ahmedabad by Nawab Mehdi Nawaz Jung, the Governor of Gujerat

Launches carrying the Royal visitors head for a palace on an island in one of the lakes in Udaipur where a picnic luncheon was given them

b

President Prasad sits with the Queen during the Presidential reception following the great parade in Delhi to mark the eleventh anniversary of the foundation of the Republic of India. Another Presidential reception had been held on the previous day

In Calcutta, second largest city of the Commonwealth, the Queen stands in her car to wave in acknowledgement to the vast crowds lining the streets. She was driving along the twelve-mile route from the airport to Government House. It was estimated that 2,000,000 people had turned out to give the Royal visitors a tumultuous welcome to the city

INDIA AND PAKISTAN TO-DAY

By **SIR PERCIVAL GRIFFITHS, C.I.E.**

In both India and Pakistan, the transfer of power released the dynamic energies of the people and inspired them with the determination to catch up with Western countries. A sound administrative system inherited from the British, a wealth of national talent—and a fair degree of industrial growth stimulated by the Second World War, provided the conditions under which this resolution could be fulfilled and once the chaos resulting from the Punjab massacres had been overcome, India and Pakistan applied themselves systematically to planning economic development.

Partition, inevitable though it was, had dislocated trade and created special difficulties for both countries. Pakistan's task was perhaps harder than that of India, firstly because most of the Indian Civil Servants and other senior administrators of undivided India had been Hindus and had opted for India; secondly, because geographical considerations had in the past led to a concentration of industry in India; and thirdly because Pakistan had little coal or iron.

In India the bias of economic thought was strongly towards State enterprise, while Pakistan pinned her faith to the capitalist system. Both countries, however, recognised that if rapid progress and a rise in the standard of living were to be achieved without the evils that accompanied the Industrial Revolution in Europe, the utilisation of the nation's resources must be planned by the Government. Five Year National Plans became the accepted instruments of economic development. Considerable time was required, however, for the administrations to learn techniques of planning and India's First Five Year Plan was little more than a collection of approved, isolated projects. Unfortunately it was accompanied by a lavish use of the considerable sterling balances with which India started, and as a result of this the Second Five Year Plan has been consistently hampered by a shortage of foreign exchange.

A crisis occurred halfway through the Second Plan period, but the outside world, led by the U.S.A. and well supported by the Commonwealth, came to the rescue and although at its inception the Plan seemed to many observers impossibly large, it has in fact been fulfilled to the extent of 85 or 90 per cent. Nobody with eyes in his head can travel round India to-day without being impressed with the great industrial development typified by the three great steel plants—constructed respectively by Britain, West Germany and Russia—or without seeing unmistakable evidence that ordinary folk are eating and dressing better than they did ten years ago. Nor can he fail to feel that there is a new spirit in the villages and that people who once accepted poverty as inevitable and permanent, to-day expect something better and in many cases are prepared to work for it.

Pakistan, which in 1947 provided a good example of the colonial economy, has made great strides. She can now clothe the great majority of her own people, she has some of the finest jute mills in the world, she has trebled the capacity of the Port of Chittagong and her great

(Continued on following pages)

During the visit to a school at Durgapur, at the start of the second stage of the Indian Tour, the Queen leans forward to receive the "Tilak"

After the race for the Queen Elizabeth Cup at Calcutta Race Course, the Queen presents the trophy to Mrs. Bilimoria, owner of the winning horse. About 10,000 people watched the race

INDIA AND PAKISTAN TO-DAY

(*Continued from preceding page*)

multi-purpose river schemes on the lines of the Tennessee Valley Scheme in the U.S.A. are impressive.

Unfortunately, before 1958, the Government of Pakistan was completely lacking in financial prudence. Money was spent without regard for the limits of either internal or external finance. Crisis after crisis occurred and the shortage of foreign exchange became so acute that raw materials and spare parts for the proper maintenance of existing industry could not be imported. Machinery lay about all over the country unused and in some cases unpacked. The new regime, under Field-Marshal Ayub and his able Finance Minister, Mr. Shoaib, took the situation firmly in hand soon after they came to power. The headlong rush to bankruptcy was stopped, and Pakistan does not now try to spend more than her resources permit. Those resources include a good deal of aid from the Western democracies, and if that aid were seriously curtailed, or if the world price of their most important export, jute, dropped substantially, Pakistan would once again be in difficulties.

India and Pakistan alike have to face the problem of a rapidly growing population which they cannot feed. In India, as far as can be judged from the available statistics, production of cereals has increased by about 50 per cent. since the transfer of power. In that period, however, population has risen by some 80,000,000 and, at the same time, with a generally rising standard of living, consumption per head has increased. The gap is at present largely filled by supplies from the U.S.A. under P.L. 480, for which no foreign exchange is required. In spite of the optimistic estimates of the Planners, it seems unlikely that India can become self-sufficient in food in the foreseeable future.

There is the allied problem of finding work for several millions of unemployed people, few of whom can be absorbed by the large-scale industry now being built up and India's major anxieties to-day are food and unemployment.

In the matter of food, Pakistan is in a worse case than India. Her provincial administration has not yet been sufficiently active in carrying out the small-scale village irrigation and other schemes on which any rapid increase in production of foodgrains must be based. At the same time, Pakistan suffers more than India from waterlogging and salination in the canal-irrigated areas. From 80,000 to 100,000 acres of land in West Pakistan are said to go out of cultivation every year. Pakistan's future prosperity will to a great extent depend on the success or otherwise of the large-scale experiments now being financed by the Development Loan Fund to determine the correct technical method of dealing with these areas.

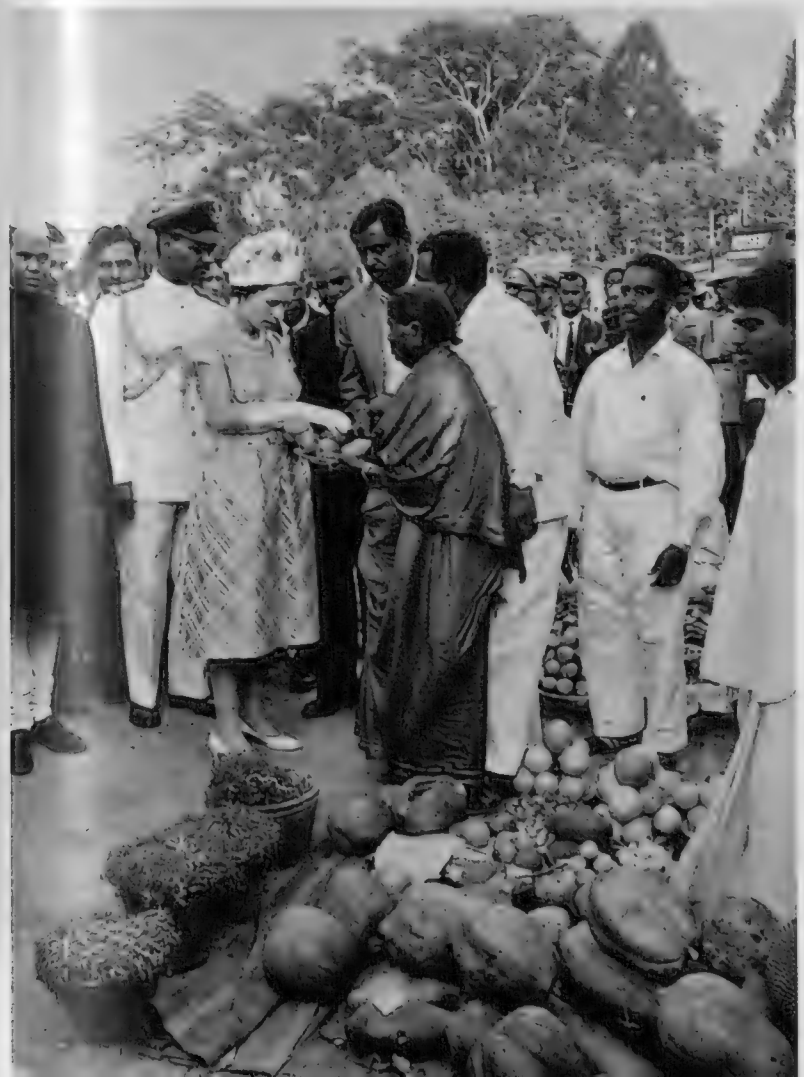
In the political sphere India and Pakistan have not moved along parallel paths. In India, the Parliamentary system has worked well, though in the Central Legislature there are no signs of the emergence of a genuine two-party system. The only effective opposition there to the Congress Government is that of the relatively small Communist Party, which would, if it could, smash the Constitution. Nevertheless, the Government do not have it all their own way. They are freely criticised by their own supporters and relentlessly attacked by the Independents when there is the slightest suspicion of a deviation from what is proper.

More cheers and handwaves from the vast crowds in Calcutta as the Duke of Edinburgh, sitting on the back of his car, follows the Queen through the city

On February 19, at the Governor's residence in Madras, the Queen is watched by the guests as she cuts a cake to celebrate the first birthday of Prince Andrew

At the Arts and Crafts Emporium in Bangalore, the Queen examines a statuette. It was one of several gifts presented to her to commemorate the visit to the city

A dish of oranges is shown to the Queen during her tour of the Lal Bargh Botanical Gardens. The Royal visit to the gardens coincided with a horticultural show



The Queen stands back to take a look at a sapling she had just planted in Bangalore's Lal Bargh Gardens. In the gardens the Queen visited the conservatory, the foundation stone of which was laid in 1889 by the Prince of Wales, later King Edward VII

Parliament is, in fact, becoming, not the place where governments are formed and broken, but the forum where the Government has to justify itself. In spite of his great moral ascendancy, Mr. Nehru is not a dictator, and perhaps could not be one even if he chose.

In Pakistan, on the other hand, the Parliamentary system simply did not work. No public opinion developed to guide and control the Legislature; standards of public integrity were shamefully low; and politics degenerated into an unseemly scramble for jobs. Under a rotten regime, hoarding and profiteering grew apace and the people became angry and disgusted. When the Army intervened and installed the Commander-in-Chief as President with dictatorial powers, it was in accord with public feeling.

Field-Marshal Mohammed Ayub Khan has cleaned up the public life of Pakistan, put an end to the wild, irresponsible expenditure of Government funds and rehabilitated the Government of Pakistan in the mind of the public. He is, nevertheless, convinced that the ordinary man must be brought back into the business of Government and this he hopes to achieve by a system of indirect elections, more suited than the British method to a country where, the Field-Marshal says, " villagers know nothing about higher economics or international affairs, but are quite competent to choose a good man from amongst those they know." Some observers fear that even this form of democracy will again open the way for a return of the old evils. It is, nevertheless, impossible to disagree with the President that this risk must be taken, nor can one withhold admiration from a military ruler who does not seek to cling to personal power.

The least happy feature of India and Pakistan to-day is the absence of good feeling between the two countries. Suspicion and mistrust were, of course, present from the very moment of partition and were exacerbated by certain highly emotional disputes between them. One of those disputes, which related to the drawing of water for irrigation from the Indus and its five tributaries, has now been settled thanks to the endless patience and tenacity of Mr. W. A. B. Iliff, of the World Bank, who has recently been knighted for his services. The settlement followed the common-sense lines of allotting to Pakistan the waters from the western rivers of the Indus system, leaving the eastern rivers for India. It was made possible by the readiness of the World Bank and the Governments of Britain and other friendly countries to provide finance for the very extensive job of constructing new link canals from the western river-system and this settlement must indeed be regarded as a supreme triumph for the World Bank.

The dispute about Kashmir unfortunately continues to be quite intractable and it would be unrealistic to hope for an early settlement.

Fortunately it is possible to end on the happier note of the relations between these two countries and Britain. It is only necessary to say that nobody in 1947 would have believed that both India and Pakistan would have been, as they are to-day, enthusiastic members of the Commonwealth, and not even the prince of optimists would have dreamed that in 1961 the Queen would receive in both countries a welcome to which history offers no parallel.

In Bangalore the Queen is presented with a copy of the Hindi translation of the Bible at the national headquarters of the Bible Society of India and Ceylon

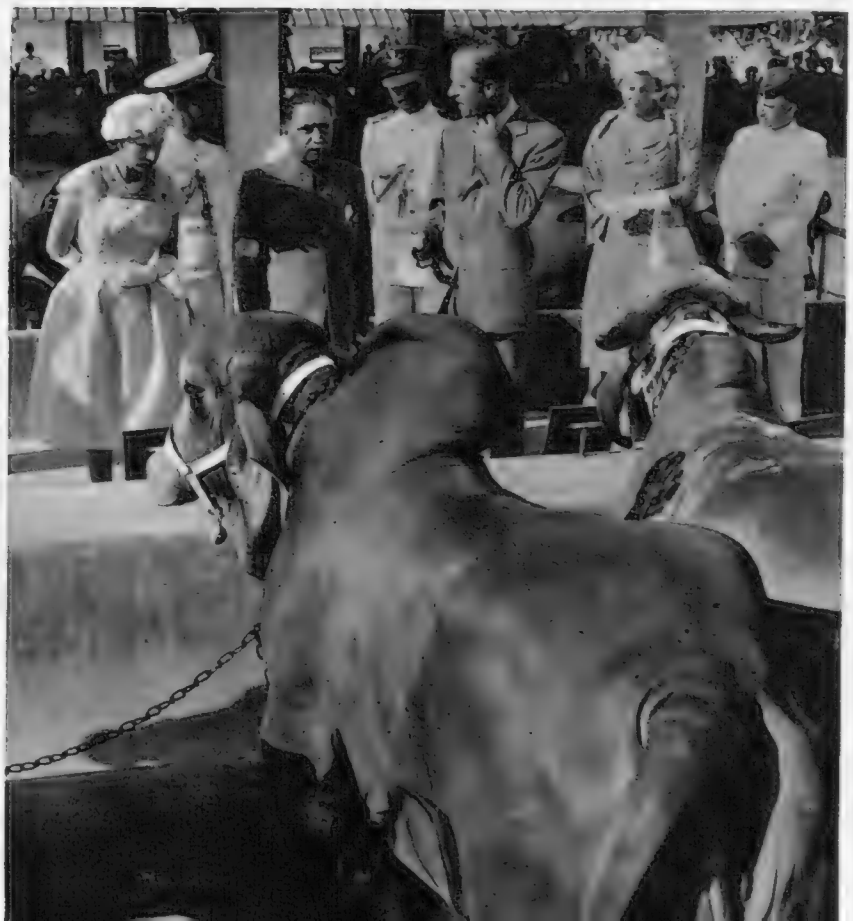
A bouquet of flowers is presented at Bangalore Airport. The Maharajah of Mysore, Governor of the State, looks on

The Queen with the Governor of Maharashtra, Sri Prakasa, who had greeted the Royal guests at Bombay Airport

Left: The bank of the Ganges is crowded as the Queen sails in a flower-painted barge along the river

The Queen and the Duke are descending the steps from the Gateway of India to the launch to cross Bombay Harbour and visit the Indian Atomic Energy Establishment at Trombay. The arch on the waterfront was erected to commemorate the landing of George V in 1911. On that occasion the King called Bombay "the jewel of the British crown"

A huge ornate garland of flowers is examined in the Lal Burgh Gardens of Bangalore which are generally considered to be the finest botanical gardens in India



Right: The Royal visitors at the Aarey milk colony. The Government-run co-operative farm which has 21,000 head of cattle is the largest dairy in Asia

At the Aarey Milk Colony, near Bombay, the Queen and the Duke look down at a slogan of welcome spelt out in milk bottles. After their tour of the estate, tea for the Royal visitors was served in the farm's guest house. The milk colony, which was established with help from New Zealand under the Colombo Plan, covers some 3,200 acres

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PAKISTAN

The Queen and the Duke of Edinburgh arrive under an archway of British and Pakistani flags high up in the hills at Malakand in the Pakistani North-West Frontier State of Swat. The old fort of Malakand is in the background. The Royal visitors were welcomed by sixty-one maliks, or chiefs, and a vast crowd of warrior hillmen. From Malakand Pass, below the fort, the Queen and the Duke sent a message of greeting to Sir Winston Churchill, who was with the Malakand Field Force as a correspondent in 1897. Then they spent two days resting as the guests of the Wali of Swat, Major-General Jahanzeb, in his palace at Saidu Sharif

DIARY IN PAKISTAN

Pakistan vied with India in giving the Queen and the Duke of Edinburgh a wildly enthusiastic welcome. They arrived in Karachi on February 1 and drove eleven miles from the airport past the largest crowds ever seen in the city. The Queen, standing in an open car with President Ayub Khan, was repeatedly showered with rose and marigold petals by enthusiastic schoolchildren. The President spent much of the time brushing the petals off the Queen's dress. After the Royal visitors had laid a wreath on the site of the memorial to Mohammed Ali Jinnah, the founder of Pakistan, the Queen attended a ladies' reception and the Duke visited a vast rehousing scheme.

On February 2 Her Majesty reviewed the Pakistani fleet from the bridge of a minesweeper. Heavy rain caused a marquee to collapse on some of the guests before the Queen's arrival at the Commonwealth High Commissioners' reception. No one was hurt.

Bad weather caused a postponement of the visit to the Staff College at Quetta by one day. The Queen and Duke flew there from Peshawar on February 6. Among the many students they met at the college were some from Canada and Malaya. The next stage of the tour was in the Khyber Pass and the "Kipling" country of the North West Frontier, with much ceremonial presentation of gifts. At the great Warsak Dam, on the Kabul River, the Canadian technicians on the project were among those welcoming the visitors. Two days' holiday with the Wali of Swat gave the Duke some shooting and hunting.

Rawalpindi was reached from the Pakistani Air Force base at Risalpur on February 10. The over-enthusiastic crowd had to be held back by police with sticks. The Queen and the Duke flew on to Lahore on the same day and saw from the air the work in progress on Pakistan's new capital, Islamabad. Highlights of the three-day stay in Lahore were the Horse and Cattle Show, where the Queen presented the prizes, and a torchlight procession and tattoo. Speaking in the famous Shalimar Gardens, at a reception, Her Majesty remarked that the Pakistanis and the British seem to have "a common talent for pageantry and staging a good spectacle." After watching a number of races at the Lahore Club, the Queen was taken to see an exhibition polo match in which the Duke was playing. He was adjudged the best player in the match and was presented by the Queen with a pony on behalf of the Pakistan Polo Association.

The last stage of the visit was in East Pakistan. On February 14, the Queen and the Duke flew the 1,000 miles from Lahore to Dacca. The pilot of the Royal Britannia aircraft made a sweep to the north and took his passengers over and among the peaks of the Himalaya.

The people of Dacca gave a reminder of their city's long history in their address of welcome. It said the Persians, the Armenians, the French and the British, had in turn been welcomed there. The Queen and the Duke went to Chittagong the port on the bay of Bengal on February 15. The civic address to Her Majesty was presented to her inside a miniature teak log in the trunk of a silver elephant. In her reply she spoke of "Pakistan's spirit of vigorous determination to attack and overcome all difficulties." (Chittagong was devastated by cyclones and a tidal wave last year.)

On February 16, the Queen and the Duke left Pakistan to continue their Indian tour.

At Chittagong, East Pakistan, the Queen meets Mr. Maung Shue Prue, Chief of the Bhomong Tribe, and **right:** attends a reception at Dacca with the Governor, Lieut.-General Azam Khan

The Queen with the Governor of West Pakistan, Malik Amir Mohammad Khan, attends the races at Lahore

During the drive near Chittagong, the Duke sits on the back of his car to acknowledge the welcome of the crowds

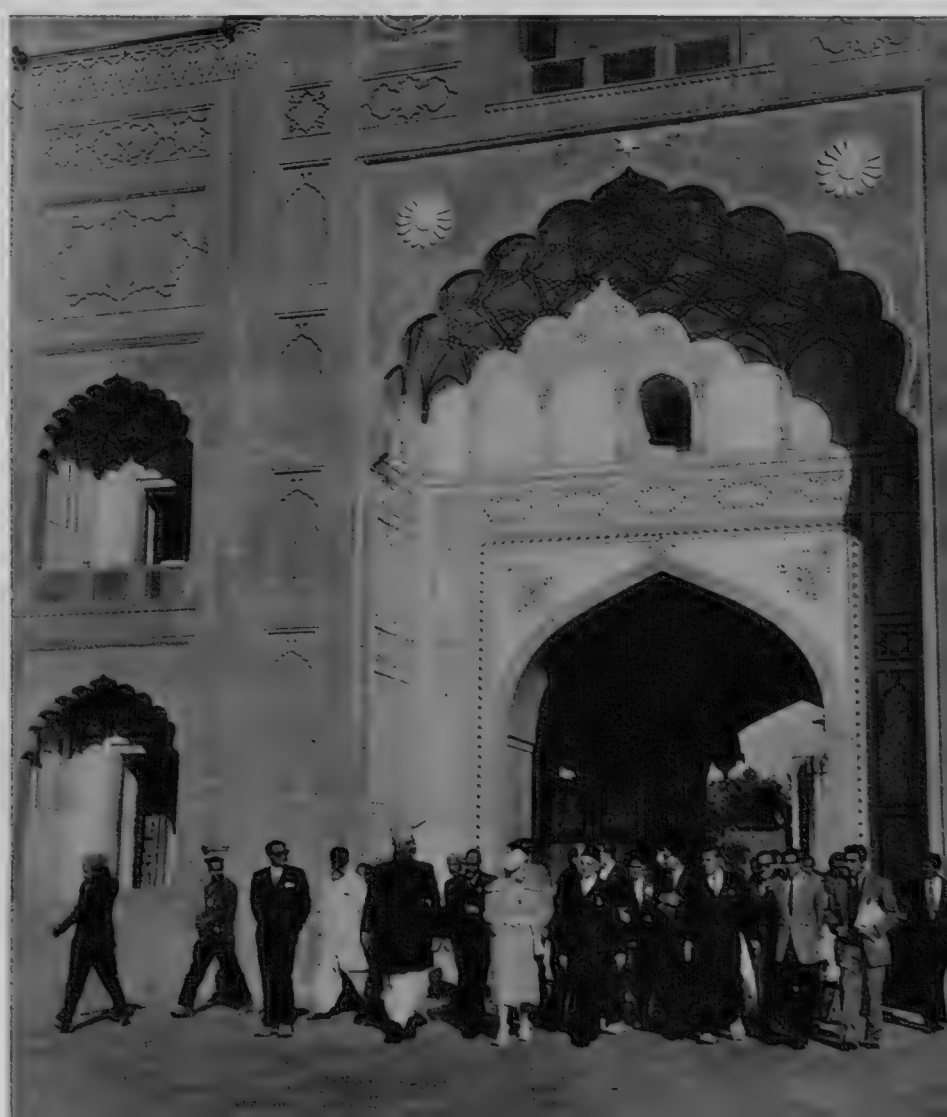
President Ayub Khan sits between the Queen and the Duke of Edinburgh at the Governor's Banquet in Lahore. The Governor is on the left of the picture; on the right is Begum F. M. Khan, wife of the Minister of Communications

A pony cart drive in the garden of Government House, Lahore

All smiles at the reception given by the Lahore Ladies' Club

After a service in Lahore's Cathedral, the Queen signs the Visitors' Book

Right: At the Badshahi Mosque during a tour of Lahore's historical places



The Queen and the Governor of East Pakistan drive through Chittagong. The route is lined by young girls while older inhabitants use the hill as a grandstand

Tribal Maliks have laid out a pathway of carpets for the Queen at Jamrud

The Wali of Swat presents his Ministers of State to the Queen

The Royal car passes under an arch of flowers and flags in Malakand. In the background are some of the grim hills of the North-West Frontier region

The Queen near the Khyber frontier with the Governor of West Pakistan

The visit to the Shalimar Gardens in Lahore

ROYAL SMILES IN PAKISTAN

The Queen and the Duke of Edinburgh, in Field-Marshal's uniform, on their arrival in Karachi at the start of their Pakistan tour, are greeted by Field-Marshal Ayub Khan, the President

Acknowledging the cheers of the spectators at the races at the Lahore Club. The Queen presented a challenge cup to commemorate her visit

Chatting with the Wali of Swat and his Ministers of State

Left: Leaving after lunching with the Frontier Force at Malakand

Outside Frere Hall, Karachi, the Queen acknowledges the replica, presented to her, of the building

Arriving for the Pakistani Army's dinner in Lahore

The Queen meets a guest at the State banquet given by President Ayub Khan

The Royal visitors reach Chittagong near the end of the tour

At the ladies' reception in Karachi, the Queen stops to talk with one of the guests dressed in traditional costume

The Queen is fitted with overshoes before visiting the memorial to Mr. Jinnah, the founder of Pakistan. **Left:** Her Majesty goes aboard the P.N.S. *Mujahid* for the naval review in the harbour

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Arrival in Nepal and, **below, left:** Queen Elizabeth and King Mahendra drive in state through an archway in Katmandu

NEPAL

Some 14,000 workmen were reported to have been engaged on the most lavish preparations in the days before Queen Elizabeth and the Duke of Edinburgh arrived in Nepal on February 26 from India. To welcome them at the airport, King Mahendra, like the Duke, wore the uniform of a Field-Marshal of the British Army. He was appointed to this rank by the Queen during his visit to Britain last year. Lord Home, the Foreign Secretary, was also at the airport. He was to attend the Queen in Nepal and Persia. Fears that there might be political demonstrations proved unfounded—King Mahendra has suspended the constitution and imprisoned the political leaders—and the capital greeted the Royal visitors with great enthusiasm. At one point the crowd closed in on the escort of lancers and caused two of the horses to bolt.

There was great disappointment that the whitlow on the Duke's trigger-finger prevented him from taking an active part in the tiger shoot in which over 300 elephants were employed. Lord Home, to whom as the senior member of the visiting party the privilege of making the first kill passed, was badly out of practice, firing four times and missing on each occasion.

On the last day of the visit (February 28) 200 Gurkha ex-servicemen paraded before the Queen at Pokhara. One of them was a V.C. Her Majesty also met some British missionaries and others of her subjects working in Nepal.

King Mahendra and Queen Ratna with Queen Elizabeth and the Duke of Edinburgh soon after their arrival in Katmandu

NEPAL

The Queen rides an elephant to the tiger hunt in the jungle
Left: Driving from the parade of Gurkha veterans in Pokhara

On a sightseeing tour in the village of Pata, near the Nepalese capital. The Duke is resting his bandaged hand in his jacket. Just before he arrived in Nepal, the Duke contracted a whitlow, an inflammatory swelling, on the index finger of his right hand. Although it responded to treatment, the infection prevented him from shooting at the tiger hunt arranged by the King

With their Royal standards flying, Queen Elizabeth and the Shah of Persia take the salute at the airport at Teheran. The Queen's arrival marked the first visit of a British reigning monarch to Persia. She and the Shah and Queen Farah and the Duke of Edinburgh drove into the capital in golden State coaches. The Royal visitors saw many aspects of modern Persia as well as its ancient cities, during their five-day stay

PERSIA

During the tiger hunt, Her Majesty records the scene with her film camera

In Teheran Queen Farah bends down to thank a small boy who had presented her with a bouquet, and Queen Elizabeth and the Duke look on smiling. The occasion was an athletic display

PERSIA

Queen Elizabeth, the Shah, Queen Farah and the Duke of Edinburgh at the State banquet in the Golestan Palace in Teheran

Her Majesty leaves the Queen Elizabeth Hall, Teheran, which she had just opened. A wall plaque records that the hall was erected "through the generosity of the Commonwealth Community in Teheran and of other friends." The new hall was designed by Richard Costain (Middle East), who also supervised its erection by a local contractor

Queen Elizabeth tours the ruins of the Achaemenian palaces which were burned down by Alexander the Great 2,300 years ago. Earthquakes have also taken their toll of the monuments. Guides from the Antiquity Department showed Her Majesty bas-reliefs of mythical winged beasts and a huge winged bull

The Royal party and the splendour of their surroundings in the Maidan-E-Shah Mosque in Isfahan are reflected in the water of a pool in a courtyard. The city of minarets and domes contains many masterpieces of seventeenth-century architecture. From Isfahan the Queen and the Duke went to Shiraz. There as elsewhere in Persia they were given a great welcome. They flew back to Britain on March 6. On the outward journey a brief stop had been made in Cyprus. On the return flight the short halt was in Turkey, where the Queen met General Gursel, the Head of State

NEXT STAGE AT DURGAPUR

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

Watched by workers at Durgapur, the Queen arrives on her visit to the giant Indian steel works built by a British consortium in West Bengal

Before the first blast furnace at the Durgapur steel works in West Bengal was lit at the end of 1959 the Indian Government, for which a consortium of British engineering companies were constructing this million-tons-a-year steel plant, was considering how far its capacity should be extended in the nation's third five-year plan. This begins this year and should be completed by 1966. As successive units of the plant have come into operation over the last fifteen months, economic and technical planning went on in Delhi and Calcutta. By the time that Her Majesty the Queen arrived last month to perform the official opening of the plant, with most of it already running, this planning was being backed up by financial discussions in the City of London, concerned with helping India to find the money to go forward. And before the last units in "Stage III" of the present Durgapur project are finally commissioned next month, probably slightly ahead of schedule, financial agreement may have been reached for the process of placing contracts for the next stage to begin.

Steel development, in any country, is a continuing process in which no conscientious management can ever really think of its plant as being finally complete; there is always something more to put in or to improve. But development at the rate that India has achieved and is planning to continue is something exceptional in the world history of this industry. When Britain was developing its ferrous industries during last century, it took thirty years to get from 1,500,000 tons a year to 6,000,000 tons of capacity: India—with the help of Britain and other industrialised countries—has done it in five. It is true that actual output of steel is as yet far below this "laid-down" capacity; but the Indian Government is looking forward in its coming plan to 9,500,000-10,000,000 ingot tons of steel a year.

Britain's part in helping India take these latest steps towards a higher standard of living—a co-operation that builds, it is only fair to say, upon more than two centuries of British presence in India—has been the largest single industrial contract that this country has ever undertaken overseas. This £120,000,000 job has had a considerable effect upon the attitudes of British overseas contracting firms towards projects of such magnitude, and upon the kind of organisation to carry them out. Whether or not the precise pattern of the consortium set up as the Indian Steel Construction Company, ISCON, is repeated—and there are signs of change in the arrangements to extend Durgapur—experience of getting it to work together well has been of great importance to the thirteen British companies concerned.

The consortium was formed in June 1955, following the report of the mission under Sir Eric Coates, which had visited India earlier that year to advise the Indian Government on setting up an integrated steelworks there. At that time the Indian Government was planning to raise output to 4,500,000 ingot tons a year by 1960-61; it wanted to get the new capacity in as fast as possible, but in principle it believed in opening all such major projects to tender from all comers throughout the world. This principle had been waived in the special case of a government-to-government deal such as the agreement under which Russia had contracted to build a steelworks at Bhilai; and if strictly applied for the Durgapur works, there is no doubt that it would have slowed matters down. The Coates mission persuaded the Government that it should at least, in the interests of speed, accept "turnkey" contracts made by groups of major contractors who would commit themselves to do the whole project, rather than go out to tender on all the countless details of the works. ISCON was the instrument set up to meet that requirement in Britain.

The idea of consortiums for "package deals" on such projects was not unknown in the British steelworks plant industry. The Metallurgical Equipment Export Company had contracted on such a basis for a steel project in Spain. But it was not general, and nothing on the scale of ISCON had ever been set up before. MEECO, a consortium of six steel plant companies formed in 1945, had already been discussing the Indian plan for some time before the Coates report was delivered; in forming ISCON it brought in five of its own original members and eight other companies to cover the civil and constructional engineering side and the provision of electrical equipment. The new consortium lost no time in working out detailed specifications for the Durgapur plant; provisional details were submitted to the Indian Government by January 1956, and the final contract was signed in

(Continued on following pages)

NEXT STAGE AT DURGAPUR

(*Continued from previous page*)

November 1956. Big caterpillar scrapers began to level the 7½-square mile site within seven days of its signature.

Between that first attack on the paddy fields and the elaborate industrial complex that was formally opened by the Queen there stretched more than four years of massive and complex labour. Some £56,000,000 worth of equipment—roughly 250,000 tons of it—had to be manufactured and tested in Britain, moved about 8,000 miles by sea to Calcutta according to a tightly-planned schedule, and transported the further 117 miles inland to the Durgapur area. This was during a period when comparable amounts of equipment were being imported for the other two state-owned steelworks being built at the same time by German and Russian contracting teams, apart from some extension (with American co-operation) to the privately-owned Tata steelworks, to say nothing of considerable imports of heavy plant for electricity generation and other industrial developments in the second Indian five-year plan. It put great strain on port facilities and rail transport which had never handled traffic of the same concentrated magnitude.

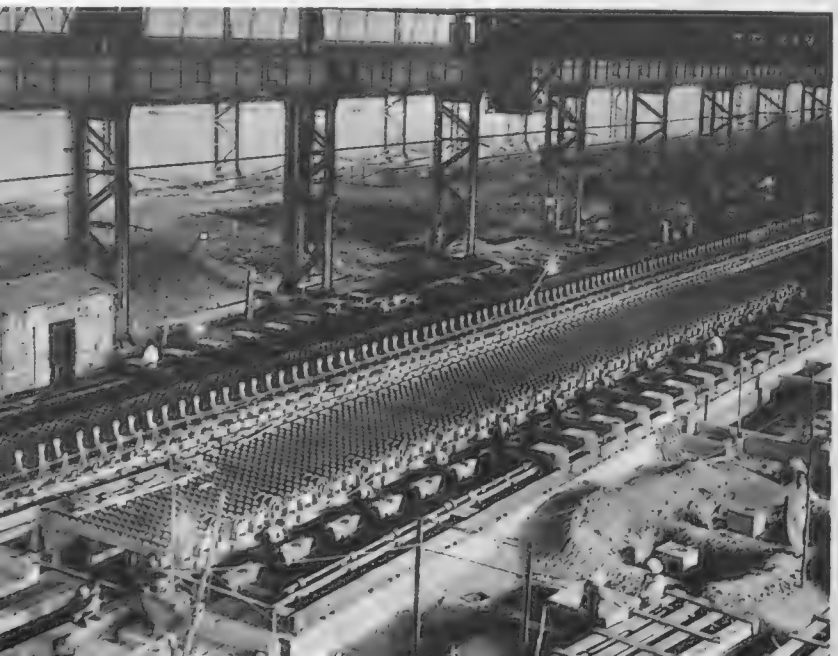
Durgapur, as so far completed, is an integrated open-hearth steelworks as modern in specification as any in the world; but the special circumstances of developing " from a paddy field site " in an economy possessing little heavy industry have made the balance of its throughput different from what a comparable works in, say, Britain or America would handle. Like the other two new works in India, its basic capacity is 1,000,000 tons of crude steel a year; it has a slightly larger output of finished steel than either of the other two, because you get a rather bigger yield of the assortment of " bread and butter " products that it produces—light and medium sections and bars—out of a ton of crude steel than you do of the heavy sections or sheet and plates produced in the plants built by Germans and Russians.

An open-hearth plant in any industrialised economy is usually designed to consume a fairly high proportion of steel scrap; but Durgapur will have none to consume other than the " process scrap " it throws up in its own operations, simply because the Indian economy is hardly in a position for other forms of scrap to " arise." As a result, this plant needs about 850,000 tons of pig-iron to make a million tons of steel; and in practice it was set up with an initial capacity of about 1,300,000 tons of pig-iron, so that it will be able to sell another 300,000 tons or so to foundries and other iron processors outside. Such a high proportion of pig-iron puts a heavy " metallurgical load " of refining on to the open-hearth furnaces; so the hot iron from the blast furnaces at Durgapur is pre-refined by surface blowing with oxygen in the deep ladles before it is actually charged into the open-hearth furnaces. These furnaces, moreover, are fitted with equipment for the application of oxygen inside them as well, which can greatly increase the output from a given furnace; an oxygen plant has been installed, with provision for enlargement later in order to increase the output of steel from these furnaces.

Durgapur was originally laid out so as to facilitate the extension of its annual capacity to some 2,000,000 tons a year; in the provisions for further steel development that form part of the third five-year plan for India, it is planned to rise to about 1,600,000 ingot tons. The Indian Government has already contracted with the Russians to raise capacity there to 2,500,000 tons, and the plant built by the Germans, Rourkela, may go up to 1,800,000 tons. Building up the capacity of these three plants—at the same time as pushing up the actual output, which for the present is probably little more than 50 per cent. of capacity—will be a formidable task; but the Government is also hoping to put up a fourth State-owned plant at Bokaro, which would raise " public sector " steel to 7,000,000 tons a year and the nation's total capacity to nearly 10,000,000 tons. Whether a market for all this steel can be developed during the next six or seven years—which may be more of a task than providing the actual steelmaking capacity—remains to be seen.

Construction is advanced on the final stage at Durgapur, the Wheel and Axle Plant

The cooling bed under construction for the Continuous Merchant Mill at Durgapur



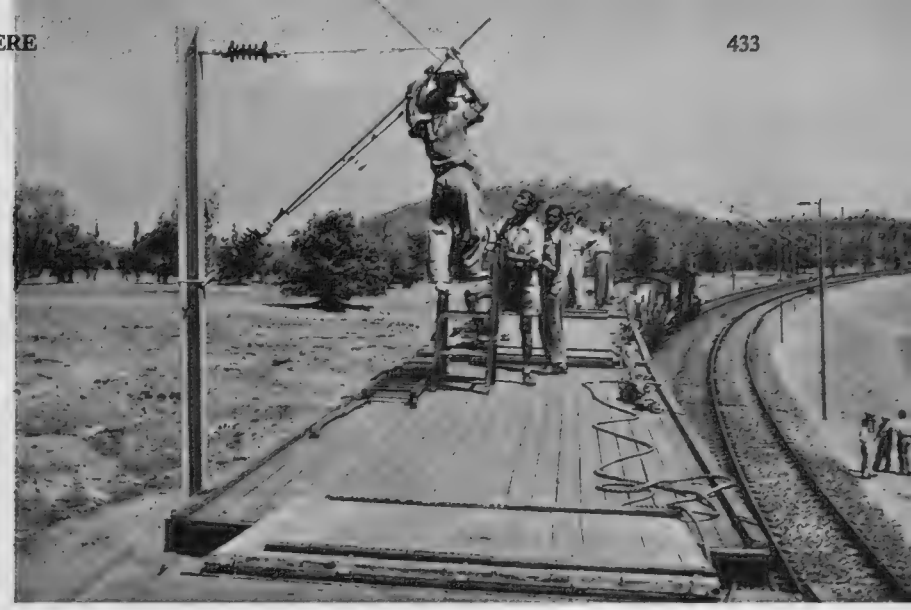
For the extension at Durgapur, the ISCON consortium has put in its proposals, which envisage some financial support from the British Government (£15,000,000 was lent from government to government to help the first project towards fruition). The Indians are aware that they will require considerable financial aid from outside for this, as for the rest of their third plan, which they will begin in most straitened circumstances as regards foreign exchange. They are not necessarily anxious to have a " package deal " quite on the lines of the contract under which Durgapur has been built so far. In particular—as is inevitable in any developing country that wants to reduce its import requirements for the plan as much as it can, and perhaps inevitable in any case—they want to be able to place as much of the job with Indian companies as they can.

It seems likely, therefore, that the mixture of companies co-operating in adding new capacity at Durgapur may not be quite as before. This article was written before any clear details emerged even from the London talks over finance. But it appeared that the foreign exchange requirements for the extension of the plant may be of the order of £28,000,000, perhaps half as much as those for the original plant. A large part of these might be provided by a special official loan; and the rest may be raised in the London market by a banking syndicate, in the form of a five-year credit.

No developing government likes being offered " tied " loans; on the other hand, no major exporting country is particularly anxious to finance the exports of competitors who are after the job and ought to be expected to arrange their own financing. Broadly, it appears that the Indian Government accepts that the extension of the three new plants it has built should continue to be in association with the three countries concerned; when one considers the nature of the equipment put in, and the limited degree of standardisation that exists in the world market for capital equipment, this is largely inevitable.

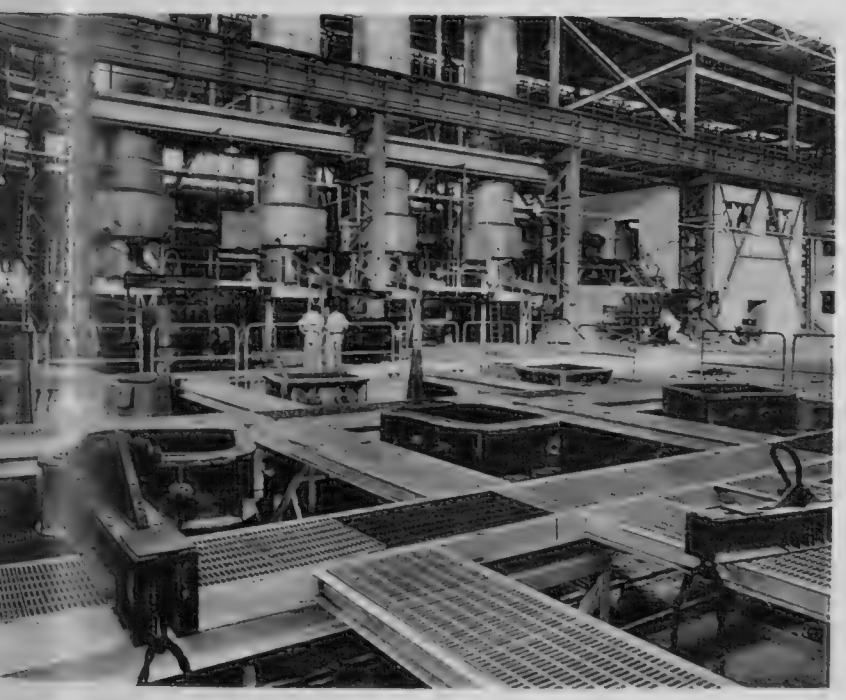
Finance from London—which is only part of the much larger borrowings that will have to be arranged in the next few months if the country's third plan is to begin on time—is perhaps unlikely to be tied to any particular group of contracting companies. But it is a fairly good bet that among the names of the contractors for the extension of Durgapur will be, together or singly, several of the firms that made up this unique consortium. Durgapur is an achievement of which many men can be proud, in India and Britain; and the co-operative effort that brought it into being continues.

hedule and will be completed by the end of this year



Operating from the roof of the wiring train, Indian workmen erect overhead electrification equipment. The design, supply and erection of such equipment for the electrification of Indian Railways at 25 kV. A.C. has been let to contractors in Britain, India, Italy and Japan. Responsible for over 45 per cent. of the total track mileage is the B.I.C.C. Group. This included the first section opened for service. It was completed ahead of schedule. The Group has been active in India for over 50 years and associated with the Indian Cable Company for over 30 years

Right: Over 2,000 tons of steel was exported from Britain for the factory shops of the new heavy engineering works of the A.V.B. Company at Durgapur. The steel framework is clad with asbestos cement sheets. A.V.B. has been formed by Vickers Limited, Babcock and Wilcox Limited, and the Indian firm Associated Cement Companies Limited. The new works, due to be completed at the end of the year at a cost of £8,000,000, will manufacture cement-making machinery, mining machinery, and Babcock steam-raising plant



Cupola furnaces in the heavy iron section of the Iron and Steel Foundry. The primary function of the foundry is to produce cast-iron moulds in which steel ingots are cast

Below: The concrete dam in the Bhakra Gorge, in the Punjab, is 680 ft. high. It holds back the waters of the Sutlej River which is being used to irrigate about 6,000,000 acres of semi-arid land and to produce hydro-electric power. In 1956, A.E.I. obtained the order for five 100-MVA vertical water-wheel generators, a contract worth over £1,000,000. The machines are among the largest of their type in the world. All the five generators have been delivered to the site. Two are in commission, the third will be ready soon, and erection work is under way on the other two

MEMBERS OF THE DURGAPUR CONSORTIUM

Davy-United Engineering Co., Ltd.
Head, Wrightson and Co., Ltd.
Simon-Carves Ltd.
The Wellman Smith Owen Engineering Corporation Ltd.
The Cementation Co., Ltd.
Associated Electrical Industries (Rugby) Ltd.
Associated Electrical Industries (Manchester) Ltd.
The English Electric Co., Ltd.
The General Electric Co., Ltd.
Sir William Arrol and Co., Ltd.
The Cleveland Bridge and Engineering Co., Ltd.
Dorman Long (Bridge and Engineering) Ltd.
Joseph Parks and Son, Ltd.

DAMS IN PAKISTAN

Built at a cost of nearly £25,000,000, the multi-purpose power and irrigation project on the Kabul river is the biggest of its kind in Pakistan. It is a joint undertaking by Pakistan and Canada under the Colombo Plan, and is generating initially 160,000 kW (rising eventually to 240,000 kW) and will irrigate 120,000 acres of arid land in the Peshawar area. General contractors for the Warsak dam were Acres and Company of Niagara Falls and Angus Robertson Ltd. of Montreal. The Canadian Government supplied all the construction equipment necessary and the Pakistan Government the services of 10,000 workmen, most of them frontier tribesmen. The dam has a height of 270 ft., a length of 650 ft., and a top width of 48 ft. Behind it stretches a 26-mile-long lake.

The Warsak dam and its adjoining power house are in the gorge of the Kabul river in Pakistan

The Queen visits the Warsak dam, thirty miles from Peshawar

Malakand hydro-electric scheme is situated in the North-West Frontier province of West Pakistan. Before the war it was supplied with three English Electric water turbine generating sets, each rated at 4,750 h.p. Post-war, a further two units, each developing 7,100 h.p., were installed

Nearing completion is one span of the Callender-Hamilton access bridge for the construction of the Mangla Dam on the Jhelum river in Pakistan. **Right** is another view of the bridge under construction. It is 636 ft. long with a 26-ft.-wide carriageway capable of carrying an individual 200-ton load. The B.I.C.C. group supplied 900 tons of steelwork for the bridge which was erected by Pakistani personnel advised by British engineers. The access bridge is of unit construction, whereby the bridge parts are dispatched to the site ready for erection. Even the heaviest components can be easily manhandled. Bridges built by this method, in which B.I.C.C. are specialists, can either be fabricated from standard parts or designed for specific sites

TRAVEL

HIGHLIGHTS OF INDIA

By **GORDON COOPER**

I can think of no finer winter holiday than a tour of India. From December to April the weather is perfect, with a warm sun and a cloudless sky almost every day. The Indians are a most friendly and hospitable people; there is an amazing wealth of architectural sights; and by using the network of India Airlines' internal services almost all the more important places could be visited in a month's tour, although a longer time could be most profitably spent. Travelling in comfort, the cost of such a trip would be around £600 (inclusive of first-class air travel)—a wonderful investment in experiences and memories.

Looking back on my own recent visit to India, described in last week's *Sphere*, I think of certain memories, sometimes of intriguing trivialities, that go to make the lasting reward of a traveller's journey. Here are some which I recall. Between dinner and lunch the next day I flew out on that modern " Magic Carpet " a B.O.A.C. Comet 4B from London to New Delhi. After leaving Teheran at 5 a.m., I was given an ice-cold quarter-bottle of Mumm for my morning " cup of tea "!

The 800-mile Sunday air-excursion to Khajuraho, in Central India—renowned for its magnificent temples which are counted among the most creative examples of Hindu architecture, the beauty of their proportions, the vibrant texture of the carvings which enrich their walls, and their impressive size testify to the architectural genius of their builders. Nothing, in fact, in all India impressed me more.

In Delhi—the tomb of Humayun, a monument of rose-coloured sandstone inlaid with white marble; the Ivory Palace, where 200 craftsmen carry on for months and even years their task on a single work of art; and the State Dining-Room in the President's Palace, where portraits of past viceroys still hang (but not one of Lord Curzon who did so much to preserve the architectural glories of India.) I never discovered the reason for this strange omission.

The Taj Mahal, of course—but in no way disappointing; for, without a doubt, it is the most beautiful building in the whole world, finer even than the Angkor Wat and the Grand Mosque of Cordoba. Then, not far from Agra, there is the fascinating deserted redstone capital of Akbar, Fatehpur Sikri, with its superb Gate of Victory.

Sunrise over the Himalaya as seen at dawn from Tiger Hill, near Darjeeling—this is an experience which I am unable to describe in words. The journey up to this mountain resort is as scenic a joy as any I have ever encountered.

The caves of Ellora and Ajanta, near Aurangabad, constitute some of the most remarkable monuments in India. Nowhere in the world is there such an admirable combination of architecture, painting and sculpture. And at Udaipur, the " Venice of the East," are the island palaces, in an exquisite setting.

The remarkable seventh-century monuments at Mahabalipuram (near Madras); and the most entertaining young Tamil guide, who accompanied me during my tour of Madras—he had an amazing knowledge of English literature, starting from Chaucer, and including Milton, Jane Austen, Thomas Hardy and Oscar Wilde—I felt humbled.

Balvatika, in Ahmedabad, is an earthly children's paradise, and it is the most interesting example of how children can be amused while being educated.

Finally—my two-hour elephant ride in the Kazaringa Game Reserve. I sympathise with Lord Home's inability to shoot a tiger; I found it hard even to take photographs.

The India Government Tourist Office, 28, Cockspur St., S.W.1, attends to any enquiries.

A HOLIDAY IN PAKISTAN

It is perhaps unfortunate that Pakistan as a tourist country tends to get obscured by its great neighbour, India. For West Pakistan especially has much to offer in the way of places of interest, and nowhere in the Commonwealth will the Briton be more warmly received. I would claim that the Pakistanis are more English than the English, not least in their passion for cricket.

Karachi, the country's largest city and main port, is reached by many international airlines, including B.O.A.C. and Pakistan International Airlines. The latter maintain excellent internal services, too, so that it is easy to reach such places as Lahore, Rawalpindi and Peshawar, all of which have much to attract the traveller, as well as providing good hotel accommodation.

In Lahore, the most famous relics are the Fort, the Badshahi Mosque (the largest Moslem mosque in the world), and the lovely Shalimar Gardens, with their mango trees, green parrots and some 300 fountains. Falettis Hotel is an interesting relic of the days of the Victorian Raj, but is most comfortable, with two bathrooms and two dressing-rooms to each bedroom as well as a sitting-room.

I liked Peshawar (Dean's Hotel) very much. There is a fascinating bazaar quarter, and within easy reach are the Khyber Pass (special permit required); the recently opened Warsak Dam; the curious village of Darra which calls itself an Arms Factory and where in every house men can be seen making arms by hand, using only the most primitive tools, while they even mark some of the weapons with " Made in England " or " Made in the U.S.A." A few miles on, there is the spectacular Kohat Pass, with its fort that I was not allowed to photograph. Further afield is the beautiful Swat Valley with magnificent mountain scenery and a comfortable hotel; an ideal spot for a restful holiday.

Rawalpindi (Flashmans Hotel is excellent) is beautifully laid out, while twenty miles distant are the excavations of Taxila, world famous for their archæological wealth dating back to the fifth century B.C. Here you feel yourself at a junction between civilisations and ages, for this one-time capital maintained relations with the Greek world as well as Central Asia and the farther parts of India. There is a fascinating museum on the site where you can see wonderful examples of Gandhara art. There are other archæological sites of great interest to be seen in Pakistan, including Mohenjo-Daro, the site of the 3000 B.C. Indus Valley Civilisation.

Pakistan has not, as yet, any tourist office in London, but further information can be obtained from Pakistan International Airlines, 45, Piccadilly, W.1.

The peaceful Shalimar Gardens in Lahore

BY JET DIRECT BETWEEN LOS ANGELES AND LONDON

There is now a direct twice-weekly service by B.O.A.C. between London and Los Angeles, which will be increased to three times a week from May 1. Boeing 707s will fly to Montreal for a refuelling stop, but the return flight will be non-stop from Los Angeles to London. The west-bound flight will take 14 hours; the east-bound flight just under 11.

Here is a suggestion which might appeal to anyone going on a car-sleeper to Lyons this summer. Leave the driver to take the car down the not too attractive N.7 to Avignon, where a stop could be made for the night, and the rest of the party sail down the Rhone on the *Frederic Mistral*, which leaves Lyons at 7.30 a.m. and arrives at Avignon around 7 p.m. the same day. This service is every Saturday, from May 6 to October 28. There is another service from Avignon to Arles every Sunday from May 27 to October 29, at 9.30 a.m., which reaches Arles two hours later, leaving again at 3.30 p.m. and arriving back again in Avignon at 7 p.m. Meals are obtainable on board at a cost of N.F. 15, inclusive of wines and service, and the fares to Avignon from Lyons vary from N.F. 30 to N.F. 40, according to class. The return fare from Avignon to Arles is from N.F. 20 to N.F. 26.

Voss, in Western Norway, and easily reached from Bergen or Oslo, is an excellent centre for exploring the Hardanger as well as the Sogne fjords, but there has never been enough hotel accommodation of the right type. A new hotel, however, called the Jarl, opens on March 20. It is situated in the centre of the village, overlooking the attractive lake. Some sixty beds will be available, and besides the dining-room there is a special restaurant, where there will be dancing to an orchestra nightly.

Another new hotel which will be opened before the summer is the Hotel Parnes, situated on a mountain 4,500 ft. high, 15 miles north of Athens. This most impressive establishment, complete with a large night club, is poised dramatically on the edge of the escarpment, with a wonderful view overlooking the city and the sea. This will be the hill station for Athens during the hot weather of July and August and will undoubtedly be used by business men in particular, visiting the city at that time. There are plans for a funicular to the top, but by car Athens can be reached within forty minutes. The whole project is costing nearly £700,000. At that height, although the sun will be hot, the temperature should never exceed 70 deg. Fah., which, compared with the average maximum temperature of 90 degs. enjoyed by the city of Athens during July and August, should make this hotel very popular indeed.

W. D. C. C.

A London Newsletter

13-15, JOHN ADAM STREET, W.C.2

AMBASSADORS OF CIVILISATION. The Royal Tour ended last week and as usual was universally hailed as a triumph. I have yet to learn of any visit by a British Sovereign or other Royalty to an overseas state that was not hailed as a great success by all concerned. One might go back to the Field of the Cloth of Gold, but we are on surer ground in modern times. It cannot be said that King Edward VII's visit to Paris in 1903 looked like being a success, so soon after the Boer War; and the Kaiser hoped that it would not. But the charm of King Edward conquered the Parisians and the charm, sympathy and keen interest of the House of Windsor ever since have guaranteed success for such State visits in advance. Our Queen and Prince Philip combine all those essential qualities of visitors which ensure public enthusiasm among the visited. The preparations for such visits grow ever more elaborate, the programmes ever more physically testing, as space contracts and time telescopes. The voice of criticism of over-lavish expenditure is never more than a whisper, drowned by the cheering of the millions. Anywhere in this troubled, rebellious world, a British Royalty, possessed of the whole contents of Pandora's box of Royal attributes, can pay a visit abroad which for a few days stills all discordant voices and unites highly contentious peoples and factions into a festival mood of civilised behaviour and carnival good-fellowship. Such is the glamour of Royalty when charm, beauty, tact and genuine human sympathy occupy the helm and the prow of the processional vehicle. But the visitors need to be robust in health and in nerves as they switch from torrid heat to arctic cold, from industrial plants to jamborees, from speech-making to sightseeing. Let nobody suppose that for the visitors, it is as easy as falling off a log.

" EMPRESS OF INDIA." It is clear that there are a few critics even in this country of the " sporting fixtures " arranged for this Far Eastern Tour. Even *The Times* rather unnecessarily stressed the absurd expenditure at Katmandu on turning the jungle of the Terai into a bowling green fit for bowling over tigers (though the Foreign Secretary's " bowling " proved erratic. May he have better luck with any elusive two-footed tigers which cross his path!). Let us not criticise the traditional offerings of friendly states to their honoured visitors. Our programme of reception of V.I.P.'s may be dull and stereotyped enough to-day. But it was not so long ago that hecatombs of pheasants were reared for slaughter by European visiting sovereigns. Such Royal Houses as survive to-day on their progresses all have it in them to be front-rank ambassadors in the cause of good manners, peace and fellowship; and, God knows, there cannot be enough of such ambassadors. The House of Windsor is pre-eminent among them (the doyen of the Royal Diplomatic Corps for its constant training and superb employment of the technique. The world needs to-day civilised behaviour—good manners above all—and lovely (as well as glamorous) are the messengers of monarchy who carry this gospel over the world's face. Such missions are worth a big expenditure of money and planning. The Queen has proved to be in India in a far more real and important sense an " Empress of India " than did Queen Victoria in Disraeli's conception of that title. Queen Elizabeth's Empress-ship was a very personal triumph based on fellowship, not authority; on human values rather than on politics. Her official set speeches are her Government's responsibility.

The Royal departure from India on March 2 *en route* for Persia: the Queen talks with Mr. Nehru and the Duke shakes hands with President Prasad. Standing between the Duke and the President is Dr. Radhakrishnan, the Vice-President. On the previous day the Queen and the Duke had visited the Commonwealth Graves Cemetery in Delhi

In Ankara, Queen Elizabeth walks across the airport with General Gursel (right), the Turkish Head of State. It was believed to have been the first official meeting ever between Heads of State of the two countries. On landing, the Queen inspected a 300-man guard of honour. The short visit was about an hour long

VISITING THE BISHOP. The General Assembly of the Free Church of Scotland sent in to the Premier its time-honoured and expected protest against the Queen's proposed visit to the Pope. It was not " of course " directed at the Queen whom, as loyal servants, they " reverence." They accept it that the Queen acts on the advice of her Ministers, but they cannot accept the excuse that the visit is merely an act of courtesy. It is " a villainous plot on the part of her ministers to tender such outrageous advice to a constitutional sovereign." " The Bishop of Rome has no jurisdiction in this realm of Britain " and the Vatican State and Pope John exist " only to serve the religious pretensions of the Papacy." We are none of us saints, of course, but can Pope John be all that bad? Indeed, with respect to the General Assembly of the Free Church of Scotland (never so free as when it criticises, never so narrow as when it trounces religious toleration and all efforts to close the ranks of the forces of religion and good-report against the forces of atheism and evil), Pope John is reckoned a good man and the head of a State on whom the head of another State might with pleasure and profit pay a call, not merely out of courtesy but as a proof of personal interest in and respect for a noble character. As, indeed, many of the Queen's illustrious subjects make a practice of doing, and, so far as I am aware, come away unharmed by the Bishop of Rome's knavish trickery. Some indeed have felt all the better for, and even

PUBLIC SCHOOLS

Next week (March 25) we shall publish a first selection of the considerable correspondence which has resulted from Mr. Victor Bonham-Carter's two articles (*The Sphere*, February 25 and March 4) about Britain's Public Schools.

The first stop on the six-week tour—on the outward journey to India on January 20, the Queen and the Duke called at Cyprus and met President Makarios and Vice-President Kutchuk

Back to Britain at the end of the 20,000-mile journey—on Monday, March 6, the Queen drives from London Airport to Buckingham Palace for the official welcoming home ceremony

uplifted after, a conversation with that good old man and have quite easily avoided bitter controversy or indoctrination on dogma and doctrine while the visit lasted. Some got no more deeply involved than in discussion of the weather and the crops. How very restricted (and boring) the Queen's visiting list would be if the General Assembly dictated it! But perhaps the Queen, though a Constitutional Monarch, does not always consult even her ministers on matters which she considers are within her province of decision as a great lady and an arbiter of good manners and common sense, and, it may be, she pays no more attention to the protests of the General Assembly than she does to those of the Anti-Blood-Sport and other fanatics. Even a Constitutional Queen is allowed a private life of a sort and a private conscience on what is right and wrong, wise or unwise.

THE LAW'S DELAYS. The Committee on the Business of the Criminal Courts has issued its recommendations after years of work. One, among several, of their concerns has been to deal with the scandal of delay between arrest and trial which constantly extends to sixteen weeks. These delays are due to the continual increase in indictable crimes falling on the higher courts, to the inadequacy of Assize Sessions and Quarter Sessions and to the inability, under present rules, of Petty Sessional justices to deal with minor indictable offences. The Committee recommend that Petty Sessions should, with the accused's consent, deal with " Breaking and Entering " (otherwise than a dwelling house), " fraudulent conversion " (up to £100), minor forgery and abandonment or concealing birth of children. Quarter Sessions should take over certain grave offences reserved at present for Assizes, if likely to be short trials; bigamy and certain sexual cases. There should be supplementary Assizes held during the Long Vacation by a " Flying Squad " of three judges, and Quarter Sessions should become much more continuous Courts. The Committee has not considered the financial consequences of their recommendations except in a generalisation that still more judges *may* be needed and that all judges must be adequately paid. I will only advance some likely consequences: Criminal business is still on the increase in Petty Sessional Courts. Lay magistrates, male and female, mostly have their private businesses to look after. Some, of course, could afford to sit more often, others already groan. Their clerks are often local solicitors in private practice, hard enough worked already on court business to the neglect of their own. Chairmen of Quarter Sessions again are often very busy Q.C.'s. I have often been astonished by their sacrifices when Quarter Sessions extend over supplementary Sessions to clear up a heavy calendar. Certainly, they are paid, but they would earn far more as counsel. Could magistrates in Petty and Quarter Sessions take these extra strains without a handsome *quid pro quo*? And would it not become more than ever necessary to require considerable legal training for Petty Sessional chairmen? Magistrates' clerks cannot be expected to be Solons. I think the proposals would soon lead to a professional stipendiary taking the place of lay chairmen of a group of Petty Sessional courts.

MR. BUTLER QUOTES A PROVERB. Mr. Butler has long been regarded (unfairly, it seems) as a man whose face is set against corporal punishment in any circumstances, at any age, even at the height of a fearful crime wave. Now, in an article in the Conservative C.O. Newsletter, he may be said to have gently kissed the rod, but only when it is used by parents. Such punishment by the Courts he still discountenances on the ground that it cannot be administered " on the spot." He does not specify the " spot " he refers to, but we know what he means; and he puts the problem of young thugs into " proper proportion." In spite of the headlines, he tells us, this " awful " problem is only a " 2 per cent." one and anyway is world-wide and not confined to Britain. That may be, but 2 per cent. is not a figure to be proud of. People tend, he says in his calm, unhurried way, to leave the problem of juvenile delinquency to the Government. But the Government alone can't solve it. With co-operation all round, from parents, teachers, magistrates and local authorities, we should get on top of it. But only the parents must be allowed to get on top of it on the spot with the rod. No. I don't think Mr. Butler has passionately kissed the rod. He merely gives it a peck and passes it on to the parents for necessary action, please. The parent's little finger is thicker than the Government's loins, and the Government's loins are as yet unwrung by the increase in juvenile delinquency. " What the butler saw," even in the peep-shows and plague-spots, calls for no panic measures.

HANDWRITING. A new book on twentieth-century handwriting came under my notice. It contains interesting proposals for " stopping the rot " in modern calligraphy which indeed is very obvious to anybody who reads his bank pass-books, or tries to decipher the revoltingly scrawled signatures of " business executives," or deplores the non-delivery of his mail due to slovenly addressing by his correspondents. I have always admired as miracle-makers those whose duty it is to teach children to read, to write and to spell, and I have no idea how these matters were achieved in my own case. But as far as handwriting and reading (but not spelling) are concerned, they succeeded in my view admirably. As a constant and prolific writer, I take off my hat to the printer who week after week reads my handwriting so accurately—I regard him as the writer's best friend and mentor—and also to myself who in his dotage can still write a decent, legible hand. In old days, clerks were pen and ink *copyists* and their handwriting, before the days of typewriters and dictaphones, really mattered. For decades the foreign office clerks were compelled—I believe—in maturity to alter their individual styles and imitate the lovely script of Lord Palmerston. The latest proposals do not ask them or any other clerks to alter their natural styles, but merely to acquire *from the start* an individual style that is legible—and high time, too! It is infernal cheek on the part of any business executive to suppose himself to be so well known that he can scrawl a spluttered cabalistic sign as signature (requiring a typed explanation underneath). And it is a sorry proof of the withered fruits of those countless millions annually spent on education that the slovenly addressing of letters doubles the work of the post office and that the modern run of bank and commercial clerks can neither spell nor write clearly nor even transcribe accurately from clear print or typescript. If the old pot-hook methods are out, and inkwells and ball-points have given way to Biro-type pencils, the game is not lost. Calligraphy was once an art and a prized possession and should become so again. With the youth of to-day, handwriting is either stereotyped and readable, or individual and illegible. Spelling, I agree, is harder of accomplishment.

THE OLD STAGER

THE QUEEN SPEAKING AT THE LUNCHEON GIVEN HER IN LONDON'S GUILDHALL

At the table with the Queen, the Duke of Edinburgh and the Lord Mayor, Sir Bernard Waley-Cohen, are, from left: Lady Hailsham; Lord Hailsham; Mr. Holyoake; Mrs. Verwoerd; Dr. Verwoerd; Dame Pattie Menzies; Mr. Menzies; Mrs. Fisher; the Archbishop of Canterbury; the Lady Mayoress; Mr. Macmillan; Dr. Nkrumah; Mrs. Diefenbaker; Mr. Diefenbaker; Mrs. Bandaranaike; Sir Roy Welensky, and Mr. Duncan Sandys. The Queen and the Duke on their drive by car to Guildhall were given an enthusiastic welcome home

THE NEW U.S. AMBASSADOR IN LONDON

Left: Mr. David Bruce, the new United States Ambassador to Britain, arrives with his wife at London Airport. He succeeds Mr. J. H. Whitney, who resigned at the beginning of this year. Aged sixty-three, Mr. Bruce came to Britain in 1940 as the chief representative of the American Red Cross and later in the war was in charge of the American Office of Strategic Services in London. Since then the posts he has held have included Assistant Secretary of Commerce, Ambassador to France, Under-Secretary of State and Ambassador to West Germany

The Indian Prime Minister speaks to Indian students at a meeting in Church House, Westminster, soon after the start of the Commonwealth Prime Ministers' Conference. On the rostrum with him is his sister, Mrs. Pandit, the High Commissioner

MR. NEHRU ADDRESSES STUDENTS IN LONDON

The President of Ghana talks with cadets from his country at the Royal Military Academy in Surrey. A few days later he went to the Tern Hill Royal Air Force Station in Shropshire, where ten Ghanaian trainee pilots are receiving flying instruction

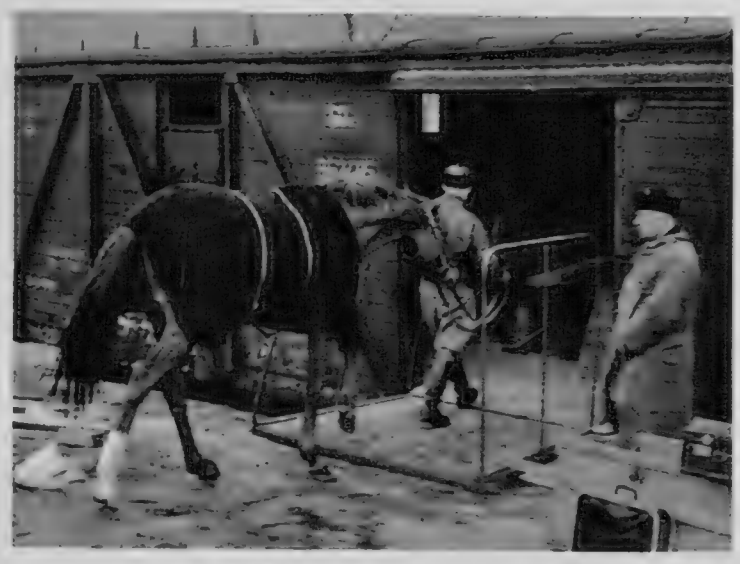
DR. NKRUMAH MEETS GHANAIAN CADETS AT SANDHURST

THE NEWS IN PICTURES

After an epic, six-day ascent of the North Wall of the Eiger in the Bernese Oberland, the four climbers reach the summit to be photographed by a circling aircraft. They are Toni Hiebeler, Anton Kinshofer, and Andreas Mannhardt, all from Germany; and Walter Almberger from Austria. With a height of 7,730 ft., the notorious North Wall of the Eiger is almost vertical and is the highest rock wall in Europe. Until last week-end it had never been climbed in winter. (The first summer ascent was made in July 1938.) Carrying elaborate equipment, representing a weight of 50 lb. a man, the four men climbed with extreme care: their six nights on the mountain were once or twice spent in sheltered places, but mostly hanging on their ropes. Temperatures fell to between 14 and 23 deg. Fah.

THE FIRST WINTER ASCENT OF THE NOTORIOUS NORTH WALL OF THE EIGER IN SWITZERLAND

Grifel, one of the three Russian horses entered for the Grand National on March 25, is led into a railway horse-box near Moscow. **Far right:** At London Airport, from left, are Mr. Boris Ponomarenko, Reljev's jockey; Mr. Boris Alexiev, leader of the Russian team; Captain Kuibitchev, the trainer of the horses; and Mr. Yevgeni Davidovitch, the head of the Rostov Hippodrome racecourse. The three horses reached Harwich last Sunday in good condition after their protracted rail journey. Only once during the five days did the horses have a chance to take any exercise. Reljef is a 15-hands dark bay; Grifel a 15-hands chestnut; and Epigraff II, a 17-hands dark bay



THE START OF THE JOURNEY FROM MOSCOW TO AINTREE

MEMBERS OF THE RUSSIAN PARTY IN LONDON

POLITICAL DEADLOCK IN KENYA

At Lodwar, in Kenya, from left are, Mr. R. Ngala, President of the Kenya African Democratic Union; Mr. Jomo Kenyatta; Mr. Kaggia, another political detainee; and Mr. O. Tippis, a member of Kadu. After the Governor of Kenya, Sir Patrick Renison, had offered to permit African political leaders to visit Kenyatta, who has been in restrictive detention since 1952, Kadu leaders flew from Nairobi to Lodwar for talks with him. But Kadu's rival African party, the Kenya African National Union (Kanu), refused to go. Both parties had stated that they would not participate in the formation of a government unless Kenyatta was released. The boycott meant a deadlock in attempts to form the new Government as Kanu is the African majority party. According to the President of Kadu, Mr. Ngala, Kenyatta showed no wish to be chief minister of Kenya. But both Mr. Gichuru, president of Kanu, and Mr. Tom Mboya, its General Secretary, had made it a condition of their co-operation that Jomo Kenyatta should become Chief Minister

COMMONWEALTH FLAGS AT LANCASTER HOUSE

The delegates passed under the flags of their countries when they entered Lancaster House, in London, for the opening of the tenth Commonwealth Prime Ministers' Conference since the war. The first days were spent in reviewing world affairs, control of nuclear tests, and disarmament. The general consensus of opinion was reported to be that China must be included in any international disarmament discussions. The matter of the admission of Cyprus was expected to be taken on Monday and on the following day the question of South Africa's continued membership was due to come up. The Conference was scheduled to end on Thursday, March 16

DR. NKRUMAH AND MR. GROMYKO

Far right: The President of Ghana and the Soviet Foreign Minister enjoy a joke in the Waldorf Hotel, in New York. They were staying there to attend the resumption of the General Assembly of the United Nations. At the opening session President Nkrumah outlined his proposals for dealing with the Congo situation. Among the suggestions he made were: (1) a strengthened and "primarily African" U.N. civil and military command should take over complete responsibility for law and order; (2) all Congolese armed units should be disarmed; (3) all non-African personnel serving in the Army should be expelled and all foreign diplomatic missions should leave temporarily

CONGOLESE LEADERS ASSEMBLE FOR THE "PEACE CONFERENCE" IN MADAGASCAR

In Tananarive, Madagascar, from left, in front, are: Mr. Kamitatu, the Lumumbist President of the Leopoldville Provincial Government; Mr. Bolikengo, of Equatorial Province; Mr. Ileo, Prime Minister in President Kasavubu's central Government; President Kasavubu; Mr. Kalonji, of South Kasai; President Tsiranana, of Madagascar; Mr. Tshombe, of Katanga; and Mr. Moukenge, North Kasai. Mr. Gizenga, the Lumumbist leader in Orientale Province, was not present at the start of the talks aimed at reconciliation among the Congo factions. The next day he was reported to have been ousted from power by the chief of his Army, General Victor Lundula

ROMANO MUSSOLINI (LEFT) WITH OTTO SKORZENY

In Madrid, Herr Otto Skorzeny (right), the wartime German paratroop leader, shows Signor Romano Mussolini, son of the Fascist dictator, the watch he was given for rescuing Mussolini from Allied troops in 1943

Far right:
At Edwards Air Force Base, in California, Major Bob White, of the U.S. Air Force, stands by the X-15 rocket aircraft. He reached a record speed of 2,650 m.p.h. at half-throttle during a short flight, part of the test programme of the X-15. The aircraft is designed to fly up to 50 miles above the earth. Despite the successes of their space programme, U.S. officials feared that Russia would be the first to put a man into space. Last week, the U.S.S.R. recovered a dog alive from a space journey

FASTER THAN EVER BEFORE

THE NEWS IN PICTURES

It was announced on Wednesday of last week that the Duke of Kent, the elder son of the Duchess of Kent and cousin of the Queen, was to marry Miss Katharine Worsley, the daughter of Sir William Worsley, Lord Lieutenant of the North Riding of Yorkshire, and Lady Worsley. The Duke, who will be twenty-six in October, first met his fiancée, who is twenty-eight, when he was serving with his regiment, the Royal Scots Greys, at Catterick, in Yorkshire. On the day after the announcement, the Duke and his fiancée strolled arm-in-arm for photographers in the walled garden of Kensington Palace. Miss Worsley was wearing her engagement ring—a sapphire flanked by single diamonds mounted in platinum. The Duchess of Kent, the newly-engaged couple, Princess Alexandra and Sir William and Lady Worsley later had lunch together at Kensington Palace and, in the evening, the Duke and Miss Worsley saw the Queen at Buckingham Palace. The marriage will take place in York Minster on Thursday, June 8, and will be solemnized by Dr. Michael Ramsey, the Archbishop-Designate of Canterbury. It was announced that the Queen and the Duke of Edinburgh would attend. The last Royal wedding in York Minster was in 1328 when King Edward III married Philippa, the daughter of the Count of Haineau

THE ENGAGEMENT OF THE DUKE OF KENT—AT KENSINGTON PALACE ARE THE DUCHESS OF KENT; SIR WILLIAM AND LADY WORSLEY; THE DUKE OF KENT AND HIS FIANCEE, MISS KATHARINE WORSLEY

MISS WORSLEY SHOWS PRINCESS ALEXANDRA HER RING

THE DUKE OF KENT WITH HIS MOTHER AND HIS FIANCEE

Below left: Sir Thomas Beecham, C.H., one of the outstanding orchestral and operatic conductors of his time, died at his home in London on March 8. He was aged eighty-one. He was born in St. Helens, Lancashire, the son of a wealthy pill manufacturer, Sir Joseph Beecham, Bart. At the age of twenty, he was conducting an amateur orchestra which he had founded and within seven years he was appearing as a fully-fledged professional at the Queen's Hall, in London. He soon became an internationally known figure, conducting in many parts of the world. The Royal Philharmonic Orchestra, which he founded, is to continue under the management of his widow. Beecham was at his best with Mozart and with Delius, whose work he championed early in the century. His pungent wit was almost legendary in musical circles

THE LATE SIR THOMAS BEECHAM

Far right: As visitors enter the Grand Hall at Olympia they see at the far end the Dancing Fountains, centrepiece of the decorations of the *Daily Mail* Ideal Home Exhibition. Princess Alexandra visited the Show last week. It is open until April 3 and contains a vast range of exhibits, including various popular types of houses and gardens. There are a number of stands displaying many items from Commonwealth countries

THE IDEAL HOME EXHIBITION AT OLYMPIA

BOOKS

COMBINED OPS.

War history by Brigadier Fergusson; guide to the French theatre; this week's autobiography and fiction

One of the greatest war stories of our times and one that must be written, for obvious reasons, from a general rather than an individual point of view is the story of Combined Operations in the last war. This telling has now been undertaken by Brigadier Bernard Fergusson, whose *Beyond the Chindwin* remains one of the liveliest and most comprehensive of war stories. Brigadier Fergusson is a man of action, as we know. It is also been said of him by a distinguished historian that he " marshals words with the same skill and fire that he marshals men." I would agree with that opinion a 100 per cent. and would also add that no one but a soldier could have written THE WATERY MAZE (Collins. 30s.). The writer takes the reasonable view that an attempt to sketch the contribution of Combined Operations Headquarters to the winning of the war is long overdue, although he gives the fullest credit to those fine books, already published, which have been first-hand accounts of particular aspects and adventures. There must be many thousands of us who were in touch with the work of C.O.H.Q. from even the distance of daily newspaper accounts who will want to own this magnificent history. And for those who were too distant, or too young, to know anything about it, then this is their book. It would be impossible to congratulate Brigadier Fergusson too warmly on this magnificent undertaking.

For those who find spice in variety there is also this week DIONYSUS IN PARIS (Gollancz. 25s.), by Mr. Wallace Fowlie: a guide to contemporary French theatre written with such high seriousness that Roussin and Salacrou, those popular and greatly skilled dramatists, are dismissed briefly if kindly and the focus directed to the producers, actor-managers and playwrights who have had the most influence on the theatre, mainly, of course, in Paris, during the past thirty years or so. Mr. Fowlie's first chapter is a masterly one, listing the traditions and achievements of the French theatre to-day, or " theater " as this original American text reads. From that the author passes to a consideration of specific theatres, directors and actors before devoting a long section to each of the men who have been most responsible for the current, brilliant prestige of the stage in France, unequalled in his opinion since the days of Louis XIV and Molière. You will not find a mention of Feliçien Marçeau and his inimitable play, *La Bonne Soupe*, but you will find some extremely illuminating pages on Giraudoux, Claudel, that deeply religious, though not always entertaining playwright, and such of the newer lights as Sartre, Beckett, Ionesco and the evergreen and irrepressible Cocteau. All in all, a volume to cherish and one that is admirably equipped with dates and references, for those whose interest in the French theatre is real.

IT'S FURTHER VIA GIBRALTAR (Faber. 15s.) is both an escape story of the last war and a tribute to the people of France who helped the writer, Wing-Commander Patrick Gibbs, D.F.C., in his venture in 1941. It was in the summer of that year that Wing-Commander Gibbs was shot down over Normandy and, as he turned away from his burning aircraft, remembered the words of a famous escaper of the First World War. In consequence he headed south himself and got himself back to England some ten weeks later. This is the story of what happened in the interval and very modestly told it is. By the same token, it is wonderfully vital and straightforward reading and as fresh in its recording as if the events were of a few months ago.

BERNARD BUFFET'S oil painting " The Tower of London " is one of the works in his exhibition of pictures of London at the Lefevre Gallery, London, open until Thursday, March 30

Mr. Cornelius Vanderbilt, jun., one of *the* Vanderbilts, as a clutch of old photographs clearly shows, has been for many years a roving reporter, foreign correspondent and commentator whose journeyings have taken him a good deal further afield than Newport, Rhode Island. MAN OF THE WORLD, *My Life on Five Continents* (Hutchinson. 30s.) is therefore an appropriate title for this long book of histories public and private. Mr. Vanderbilt's great-great-grandfather it was who once said: " The public be damned." It can truly be said that his descendant has spent a full life reversing the dictum and finding out about people in every corner of the civilised and uncivilised globe. Entertaining and full of interviews with and anecdotes of the great.

THE LOSER (Heinemann. 16s.) is Mr. Peter Ustinov's first novel and one can only suppose that he has only just got round to novel-writing because he has been so tremendously busy with acting, with play-writing, with filming, with travelling, with short stories, with entertaining his devoted friends and with raising a family, that he has simply not been able to find the time. Here is his maiden effort in this line at last, although he is still a fairly young man and there is time for many more. As one might have expected, it is a very good novel. The principal character is a man raised in Germany by his father, a soldier of the old school, and his brother-in-law, a storm trooper. The youth takes the obvious trend and behaves as nastily as any other Nazi in the Polish and Russian campaigns. It is not until he reaches the Italian front, still only twenty-four years old and bearing both decorations and a bad nervous tic, that his own façade begins to crack, and he emerges as at least some kind of human being. Beautifully written and full marks to Mr. Ustinov.

THE JOURNEY HOMEWARD (Collins. 18s.) is Mr. Gerald Hanley's new novel about India, a country which he loves and understands as well as any contemporary Englishman and which he describes, both scenically and socially, as well as any of the writers of this decade. The setting he has chosen is a small Indian state in the mountains, about to embark on its independent destiny under the young Maharajah who has just returned with his wife and children from a long residence in England. On closing this book I felt that it had taught at least one reader a very great deal about India in transition and, at the same time, had given that reader considerable pleasure in the easy, flexible style and the unornamented manner.

Just one thriller this week and that is THE TRACES OF BRILLHART (Heinemann.15s.), by Mr. Herbert Brean. It has a New York background and is devilishly ingenious.

Vernon Fane

Further book reviews on page 445

A GIFT WITH A CONTINUING REMINDER

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So as to give as full a coverage as possible of the Royal Tour, some regular features of *The Sphere* have been omitted from this issue. Next week, and weekly, in addition to the London Newsletter; News in Pictures; industrial section; book reviews; and city column will be: John Connell on world affairs; The Voice of the Commonwealth (in which Commonwealth countries give items of news often unavailable elsewhere in the British Press); Brian Vesey-Fitzgerald writing about the countryside; Courtenay Edwards on motoring; Good Living—*Ganymede's* column, giving information on food and wine; and the play or film of the week. Later in the year we shall resume the series of Britain's Great Golf Clubs; yachting; and public schools' cricket

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BOOKS

HARSH SATIRE

An ironical novel by an American writer

Mr. John Hersey's latest novel is wildly unexpected. This gifted writer is always breaking new ground. THE CHILD BUYER (Hamish Hamilton. 15s.) is cast in the form of " Hearings before the Standing Committee on Education, Welfare, and Public Morality of a certain State Senate, investigating the conspiracy of Mr. Wissey Jones with others to purchase a male child." It is the view of Mr. Wissey Jones that in order to catch up with the Russians in the space race a child with a sufficiently high i.q., in this case the unfortunate Barry Rudd, can be dehumanised and turned into an intellectual machine of incalculable service to the State. Mr. Jones is a persuasive fellow, and as the " hearing " develops we see the committee men, the baffled, the decent, and the perverted accepting his outrageous proposition. Some may say that human wickedness does not go to these lengths, and that it all can't happen here; but the instinct is to read on, to bear witness to the corruption that power and money may bring. Mr. Hersey is a writer in the front rank.

There is much wisdom in H. S. Turner's SOMETHING EXTRAORDINARY (Michael Joseph. 21s.), a delightful book which tells of one man's experience in running " an adventure playground " in the " wilds " of South Lambeth. From the outset the children of Lollard Street were attracted by Mr. Turner's recipe, rough ground instead of tarmac, tools and materials instead of expensive fixtures and, above all, the presence of a friendly adult whose duty it was to help them in their enterprises, to help them to let off steam and take the initiative in whatever lay to hand. And what happened to the friendly Mr. Turner in the end? The boys and girls of Lambeth accepted him into their midst, they put a protective cloak around him, and when he came to resign to take another post those same youngsters gravely discussed his future, debated the nature of his " mistake," and finally decided that he should sink or swim. After all, they said, he had learnt to look after himself! One cannot think that Mr. Turner would expect a greater tribute than this; that those he was sent to care for found it in their hearts to cherish him as they did.

Two centres of Commonwealth strife and upheaval, Cyprus and East Africa, are the subject of new books. In THE IMPARTIAL KNIFE (Hutchinson. 21s.), Peter Paris recounts his experiences as a doctor during the terrorism and civil war in Cyprus. Mr. Paris does not pull any punches, and what he has to say of Grivas and Makarios is downright with no hint of compromise. Father Paul Foster, in WHITE TO MOVE (Eyre and Spottiswoode. 25s.), gives a portrait of East Africa as he sees it to-day, and from the experience of many arduous journeys. His advice is sage, and many will take heart over what Father Foster has to say of the chances of healing the present rifts in East African life.

PHILIPS PRACTICAL ATLAS (George Philip and Son. 18s. 6d.) is designed essentially for the business man who needs a light, handy volume on the desk for ready reference when dealing with correspondence and day-to-day routine. The eighty coloured plates are well and clearly printed. There are 35,000 place-names in the geographical index.

R. C. E.

THE BIBLE IN CURRENT ENGLISH

Thirteen years' work by scholars of the chief Christian Churches of Britain has produced the first instalment of The New English Bible—the NEW TESTAMENT (Oxford University Press/Cambridge University Press, Library edition 21s., and Popular edition 8s. 6d.). This Bible is intended neither to revise nor to replace the Authorised Version. It is an attempt to present in modern English the meaning of the original Greek text. In doing so, of course, it does revise and clarify a great deal, and it is natural that those whose practising religion is based on love of, and long familiarity with, splendid, if obscure, phraseology, should approach it with anxiety. Such doubts are largely dispelled in a first examination. Narrative passages in the *Acts*, such as the shipwreck, are greatly improved.

St. Paul, also, in his imagery and recourse to simile, is often obscure, due perhaps to dictation. It is natural to turn to his best-loved passages, such as I Corinthians, 13: " Though I speak with the tongues . . ." Let me say that this passage is superbly rendered in current English and should form part of every marriage service. It ends: " There are three things that last for ever: faith, hope and love; but the greatest of them all is love." Unexceptionable. So, too, in Philippians 4 (" Rejoice in the Lord alway "), " magnanimity " takes the place of " moderation," and " have no anxiety " of " be careful for nothing." The latter alteration several bishops long since adopted. Not less jealously guarded, I think, are the words of comfort in funeral services. Even here, if the meaning can be clarified, changes are justified. I am not so certain that in the phrase " As in Adam all died . . ." clarification of the meaning justifies the slight alterations made. In the Lord's Prayer the alteration of " Lead us not into temptation " to " do not bring us to the test " is a rendering I have long assumed and greatly welcome. Perhaps the revisions in the Parable of the Unjust Steward do not make that hard saying very much clearer. Within the translators' strict brief " semi-slang," if authorised in O.E.D., is not ruled out—" gibberish," for instance.

But, broadly speaking, there is nothing to shock traditionalists and a great deal to approve in this admirable version, and there is no reason to doubt that it may have the great influence in forming the style and in engendering a love of great literature so long shed by the Authorised Version. For style is simplicity and clarity, if splendid phrases and gorgeous imagery encourage us to seek the truth, the right and the best in life and literature. I suppose the rendering of the Old Testament will be a task still more difficult. This first instalment of the whole Bible is a splendid performance and immensely encouraging. I could devote a great deal more space to it.

John Gore

INDUSTRY AND THE STOCK MARKET

CHEER FOR CARS

By "THE SPHERE" CITY CORRESPONDENT

While the stock market continues to display total indifference to almost all gloomy forecasts and remains at a level that embarrasses and confuses those who so confidently predicted an early spring crash, it is to sound shares with reasonably high yields that the astute investor should turn his attention. Although the average dividend yield on all industrial shares is not much above 4 per cent. just now, there are many giving much more generous returns, not particularly because of the hazards involved but mainly because public confidence in them has been shaken in the past and is taking an unconscionable time in getting re-established. In the forefront of this type of investment are the shares of the leading garages and motor distributors, many of which fell to absurdly low levels during the depths of the motor recession in the winter and are only just beginning to climb back to a more self-respecting position. If one believes that Britain is to become increasingly a car-owning democracy —an attempt to reach the coast by road any fine week-end will allay any doubts—the fortunes of those whose job it is to sell, service and repair motor cars and commercial vehicles cannot be seriously in doubt. In 1960, despite the setback in the second half of the year, total new vehicle registrations exceeded 1,000,000 for the first time and since 1957 registrations have risen at an average annual rate of 22 per cent. The recently introduced ten-year tests for vehicles are bringing a good deal of extra repair work to garages and the latest figures indicate a substantial upsurge in sales of both new and second-hand motor cars after the depressions of the winter months. Besides, second-hand car prices have risen, which limits the writing down most traders had prepared on existing stocks of vehicles.

Among the leading garage companies Car Mart, where Mr. A. J. Rayment is chairman, offers a return on its shares of over 7 per cent. at 23s. 4d. Its Car Mart garages distribute the British Motor Corporation vehicles and its subsidiary, Dagenham Motors, distributes Ford products. So it has a finger in each of the richest pies in the motor industry. Its Rhodesian subsidiaries have been troublesome and loss making but there is more confidence about their future now that a B.M.C. assembly plant is to go into action in Southern Rhodesia. The shares rose above 26s. at one time last year and have been depressed down to 17s. in recent months. Mann, Egerton and Co. of Norwich also shows a return of not far short of 7 per cent. on its shares at 16s. Mr. W. A. Paton, M.C., the chairman, stated last month that profits for the first three months of the current financial year—October to December—were " well below " those for the same period of 1959. Since then no doubt the picture has changed for the better.

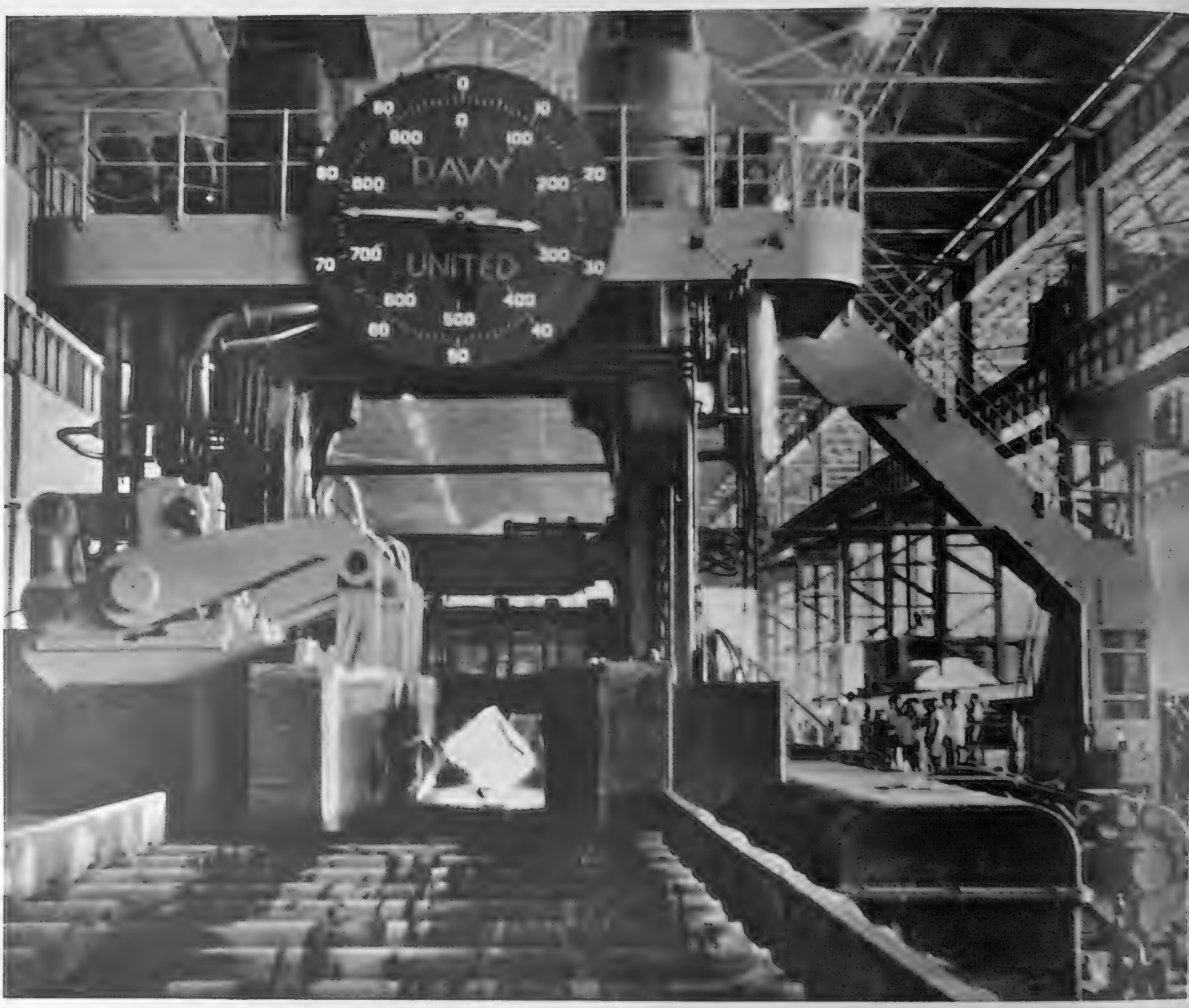
Henlys is one of the leading garage chains in the country, being the biggest distributor for Jaguar and Rover cars, as well as acting as main dealers for Rootes and British Motor Corporation. Its profits have risen astonishingly rapidly, from more than £300,000 in 1953 to almost £940,000 last year. At their present price of around 24s., the shares yield more than 5½ per cent. Kennings, with more than 150 depots throughout the country, also has a fine profit record similar to that of Henlys. It is a main B.M.C. distributor and has subsidiaries in self-drive and contract hire motoring. In the last ten years profits have more than trebled to £900,000 and not only has it never cut its dividend in that time, in only one year has it failed to increase the total distribution. At 19s. the shares yield 5.1 per cent.

Stewart and Arden is the sole London distributor of Morris vehicles and is an authorised dealer for other B.M.C. vehicles. Its best-known subsidiary is Eustace Watkins, the Wolseley dealer. In common with most other garages, it suffered a hard blow in 1956-57 but otherwise its profit record has been excellent with record earnings of £581,000 last year. The shares yield 6 per cent. at their present price of around 8s. Lex Garages became a public company only last March and besides its chain of repair and filling stations in London and the Provinces runs an important contract hire business, manufactures Nenette and Sprinkleen cleaning products and has a big stake in multi-storey garages. Because it shows such unmistakable signs of expansion and dynamism, together with the cushioning effect on profits of a wide range of interests, the shares yield less than 5 per cent. at 18s.

Bristol Street Motors of Birmingham also became public fairly recently. Its shares were offered at 8s. each less than two years ago and they have since doubled in price to 16s. at which level they yield just about 6 per cent. The company is a main dealer for Ford cars and commercial vehicles and seems to have been one of the few to have survived the difficult period after Suez without a profit setback. Even last October, when the recession in the motor trade was causing concern everywhere, the chairman Mr. A. La Bryer Cressman was talking of record profits for the year.

It is extremely likely that the motor industry's fortunes are going to vary a good deal in the coming years but the garages will not bear the full brunt of this since they rely exclusively on the home trade; export problems do not worry them. Most of the garage companies will probably report lower earnings for the periods covering last winter but there should be a sharp revival during the summer. Present share prices seem to discount any immediate difficulties.

DAVY-UNITED at Durgapur



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Bhopal: India's new industry

India's own electrical industry must be developed to provide plant and power. AEI were appointed consultants to the Indian Government in creating Asia's largest—and possibly the world's largest—factory for heavy electrical apparatus at Bhopal. It will cost £85 million and employ 30,000 workers. AEI advised on the planning and equipment and is now training the men who will run it. Over 300 Indian engineers will have gained experience in the company's British factories and it is helping to create the world's largest training centre at the factory—capable of producing 3,000 skilled men a year.

The million tons of Durgapur

Steel is vital to India's industrialisation. Durgapur is one of the answers to this demand; a £105 million plant which will have an annual production of 1 million tons of ingot steel. Thirteen British companies have built and are equipping this plant. AEI is supplying turbine generator sets, condensers, rolling mill drives, electric motors, diesel locomotives, switchgear, cables and other electrical equipment. On the efficiency of Durgapur depends much of the success of India's industrial plan; it has been described as 'the biggest single operation that British industry has undertaken'.

Other big Indian projects in which AEI is playing its part

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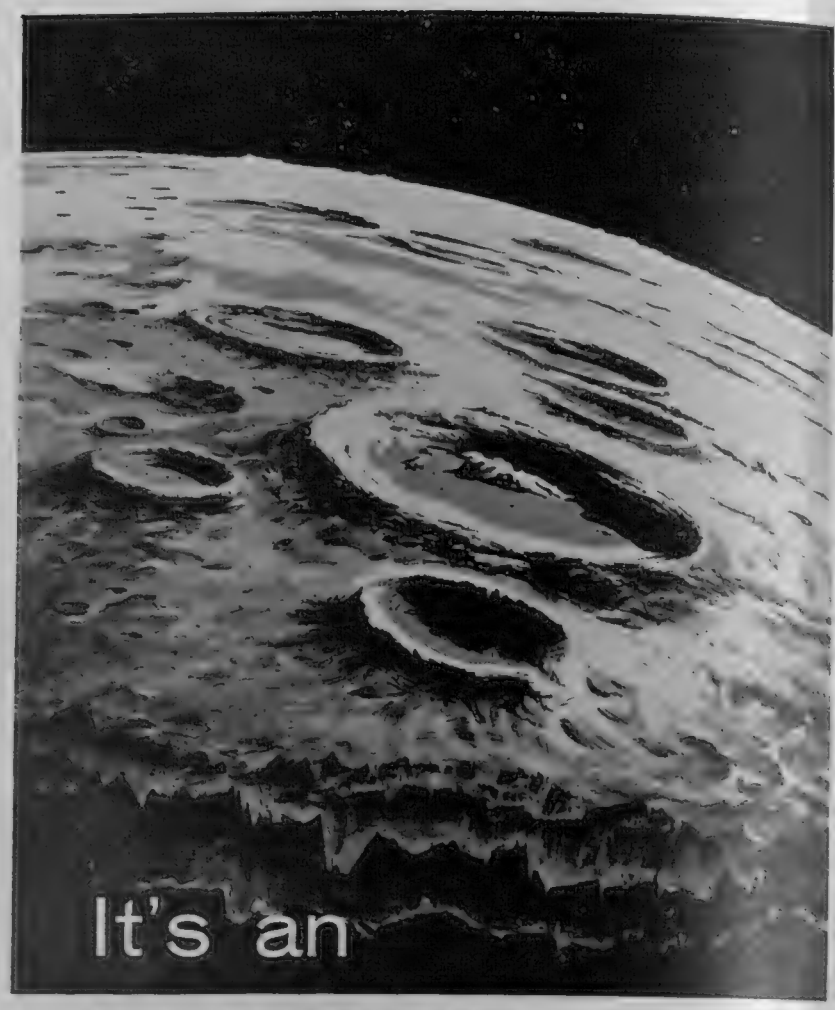

EXPORT world

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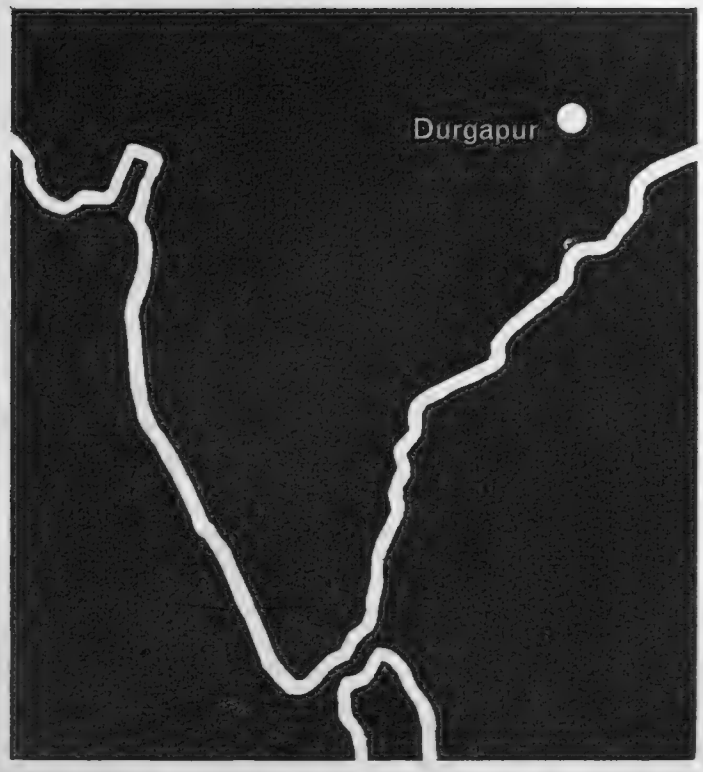

THE DURGAPUR STEELWORKS PROJECT

The photograph shows a view of the Soaking Pit Building in course of erection. This is one of several buildings which were designed, fabricated and erected by Joseph Parks and Son Ltd. for the Durgapur Steel Project in India.

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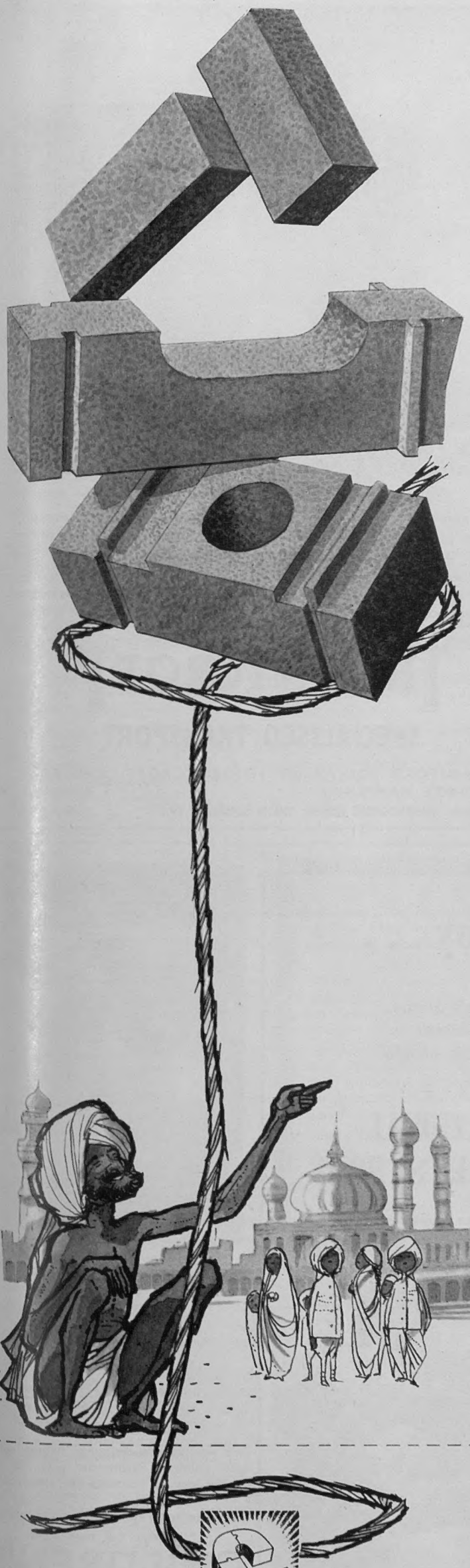

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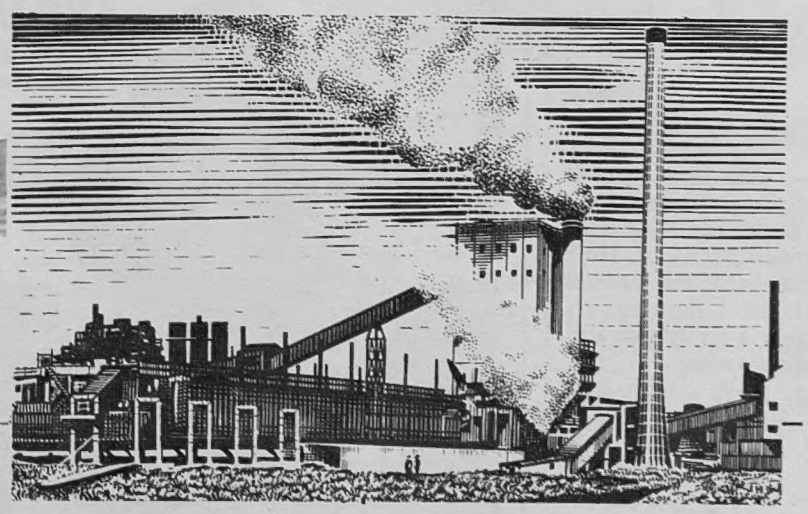

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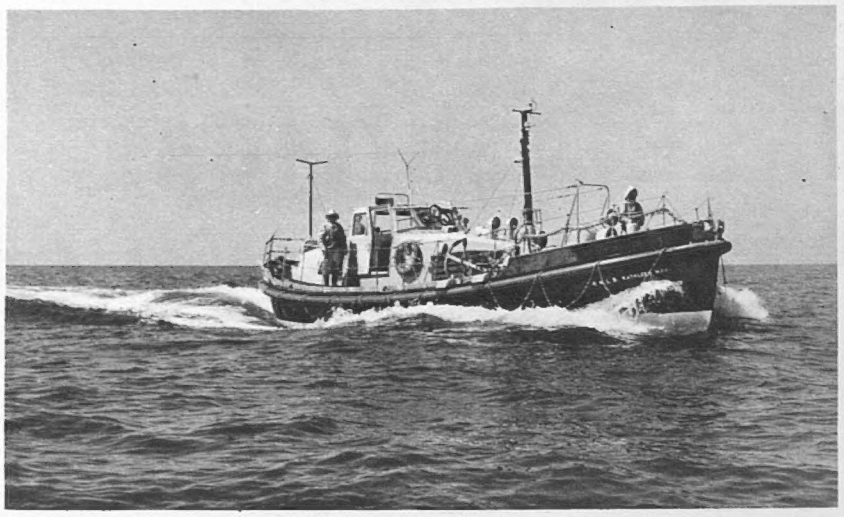

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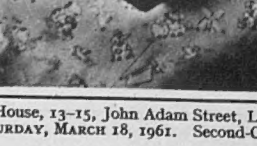

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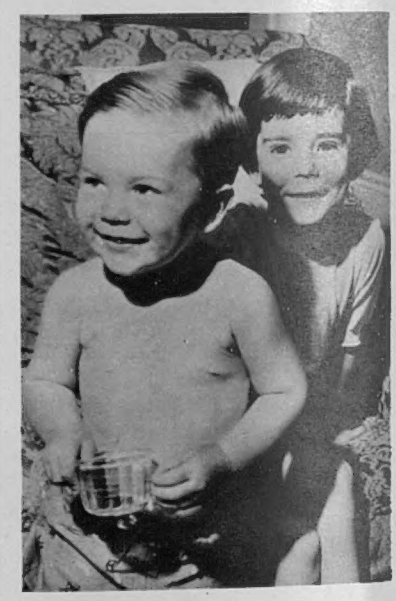

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IN QUEST OF GOOD HOTELS

ADVICE BY ASHLEY COURTENAY

Letters, accompanied by a stamped, addressed envelope for reply, should be addressed to him c/o The Editor, THE SPHERE, *Ingram House, 13-15, John Adam Street, London, W.C.2.*

GUEST AND HOST was the title of an admirable quarterly broadsheet that came into my hands one " February fill dyke " morning. My first reaction on perusal was to take to the open road and, in true Pickwickian fashion, seek the warm welcoming atmosphere of an English inn or repair to the comfort and contentment of a luxury hotel.

This, the first issue of *GUEST AND HOST*, has had much creative thought behind it. Admittedly it is propaganda for the Ind Coope group of hotels and restaurants dotted around the country, but there is hardly a line which does not provide food for thought, a taste for knowledge or a thirst to sample their establishments—ranging from hotels of international standards such as the *Leofric*, Coventry, the *Royal Albion*, Brighton, and the *Grand* at Leicester, to the history of the road as represented by the *Rutland Arms*, Bakewell, in Derbyshire, and the *Spread Eagle*, Witham (near Colchester), on the London/Great Yarmouth road.

GUEST AND HOST tells of that seventeenth-century " Gentleman of the Road," Claude du Vall, a notorious highwayman who lay in wait for travellers in the London/Oxford, Banbury and Bicester country. Here in this area to-day you may dwell in the atmosphere of bygone days at the *King's Arms*, Bicester, and the *Hopcroft's Holt Inn* at Steeple Aston.

On page 2 of the broadsheet my thoughts were directed to the pleasurable possibility of an annual general meeting or firm's conference at one or other of the Ind Coope Group. The managers of their larger hotels can offer not only the facilities but have the flair for arranging those small details which make such a large difference to the success of business get-togethers. The *Queen's* at Manchester and Cardiff, *The Royal Star*, Maidstone and, once again, the *Royal Albion* and adjoining *Adelphi Hotels* at Brighton seem tailor-made for occasions where business is in the foreground and good food and wine in the background.

My final reaction to *GUEST AND HOST* was the hope that Ind Coope would see their way to publishing this informative broadsheet monthly instead of only quarterly.

Overseas and home readers can obtain a copy free of charge from the manager of the nearest Ind Coope Hotel or direct by post from the Editor, " Guest and Host " Hotels Department, Ind Coope Limited, Burton-on-Trent, Staffordshire, England.

* * *

I have often been asked by readers for advice on Continental hotels, but, by and large, I feel that Mr. Gordon Cooper, who writes regularly in *The Sphere*, has more experience than I on foreign hotels. However, I can claim to have some first-hand knowledge of the Costa Brava, where my wife and I spent a month in September last.

The area can be divided into two sections, viz., the coastline from the French/Spanish frontier at Port Bou down to San Feliu de Guixols and the southern half from San Feliu to Blanes, which embraces Tossa and Lloret de Mar.

If you prefer to travel independently and have an aversion to the " all-in " holiday, you will shun this southern portion of the coast. The other half is, to our mind, the cream of the Costa Brava and, after a good deal of trial and error, we are happy to recommend the following hotels.

By SAN FELIU DE GUIXOLS. *Hotel Alabriga.* The hotel is charmingly situated among the pines and facing the sea. The situation is quiet, the rooms are delightfully furnished and modernly appointed (there is a private bathroom and lavatory to each bedroom), the standard of cleanliness beyond reproach, and the cuisine good and international in character.

S'AGARO. *Hostal de la Gavina.* A *de luxe* hotel of international repute. Never have we visited an hotel where time or money counted less in achieving perfection. The hotel occupies the whole of a rocky promontory with extensive gardens and is half a mile from the main through road.

PLAYA DE ARO. *Park Hotel, San Jorge.* This hotel stands between the road and the sea. Built in 1959, all the 100 rooms face the sea and all have private bathrooms and balconies. Naturally, the public rooms face the sea as well and there is a delightful tree-shaded terrace in front of the bar and lounge. This is one of the few hotels with a private beach.

PALAMOS. *Hotel Trias.* We made this long-established hotel our major base and it suited us admirably. Facing the sea and on the level, only 50 yards across the road to a sandy beach and the clear, crystal water; we commend it highly. The hotel makes a good centre for visiting the resorts to the north and south.

BAGUR, PLAYA DE FORNELLS. *Hotel Aigua Blava.* Though more isolated we can thoroughly recommend this hotel, especially for those parents who have teenage children, for Signor Sabater and his friendly staff have so much land for their entertainment and enjoyment. Standing at the end of the road, there is no noise and the position (overlooking the sea) is surely as perfect as one could wish.

LA ESCALA. *Hotel Voramar.* This, the most northerly of our recommendations, is situated on the seaward side of this interesting and important fishing village. Modern in conception, there is a swimming-pool—complete with cocktail bar—below the hotel, and the decor and furnishings throughout the hotel are most modern and contemporary.

The best time to stay at these places is from mid-April to the end of June and the whole of September. I do not recommend the other months, because even if the weather is good, as it may be, there is an " out of season " air. Avoid August at all costs, because hotels are full and the heat of the sun is tempered only for Spaniards.

I have folders and other information concerning the hotels in question. If you are interested, please send 6d. in stamps to cover postage.

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